

TONOPAH, NEVADA

**BEST IN THE
DESERT**
RACING ASSOCIATION

A 300 MILE TRUE
OFF ROAD
ADVENTURE

TONOPAH "300"



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RIDER**



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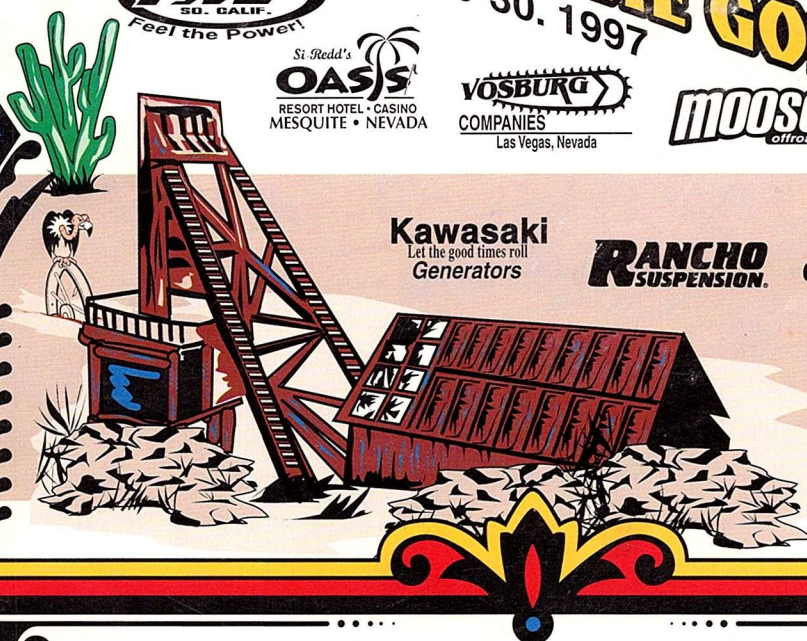
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Let the good times roll
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FOR MORE INFORMATION

**BEST IN THE
DESERT**
RACING ASSOCIATION

3475C Boulder Highway
Las Vegas, Nevada 89121
(702) 457-5775
Fax (702) 641-2431
www.bitd.com



Welcome

From the Best in the Desert's Casey Folks

Hello Best in the Desert Racers:

Welcome to Tonopah, Nevada and the all new Tonopah "300." The 1997 Tonopah "300" is the first event of many that will prove to live up to the slogan "New Adventures in Off-Road Racing." The goal Best in the Desert has set for itself is to bring you, the off-road racer, the most exciting, challenging, fun, safe, new and most professionally run off-road races that are being produced today. The 1997 Best in the Desert "Silver State Series" will be more than just another off-road race series. Each event in the series will be more than just another off-road race series. Each event in the series will be a "Happening" that no off-road enthusiasts will want to miss.

Now just for "starters" here in Tonopah you will find a whole host of new ideas that the Best in the Desert is introducing to the sport of off-road racing. One of the goals we have set for the "Silver State Series" is to showcase this great and exciting sport we all love and enjoy. How do we accomplish this difficult task? "Television." In order to showcase the sport of off-road racing, we must show the rest of the world just how "exciting" and "fun" as well as what a great family recreation and involvement this sport offers. The television coverage will entice new sponsors to come on board and also introduce new off-road racers to the sport. As for other "new" innovated features you will see in the Tonopah "300" are the all "new" color coordinated course markings which will make for a much safer as well as an easy race course to follow for you the racer. You will see a very convenient and easy to

read pit support book. Two more great new features that prove to be a real joy by everyone will be the Goodyear "Mesa" at the finish line and the new on-the-spot scoring. Now I don't have enough room on this page to tell you about all the exciting things we have in store for all of you with this "new event", but

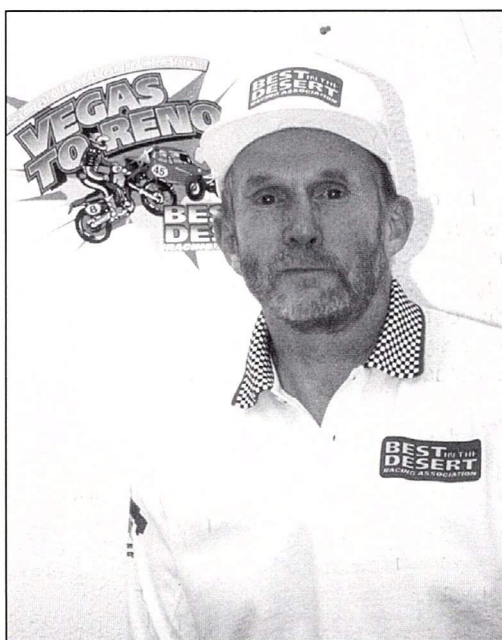
I think after the 1997 Tonopah "300" is over it was truly a "happening" and not just another race.

It makes me proud to know that all of you off-road racing people believe in what the Best in the Desert is doing and that you support our efforts. I Want you to know we will continue our commitment of producing and promoting the best off-road races in the world.

The Tonopah "300" and all the Best in the Desert events would never happen without the tremendous dedication,

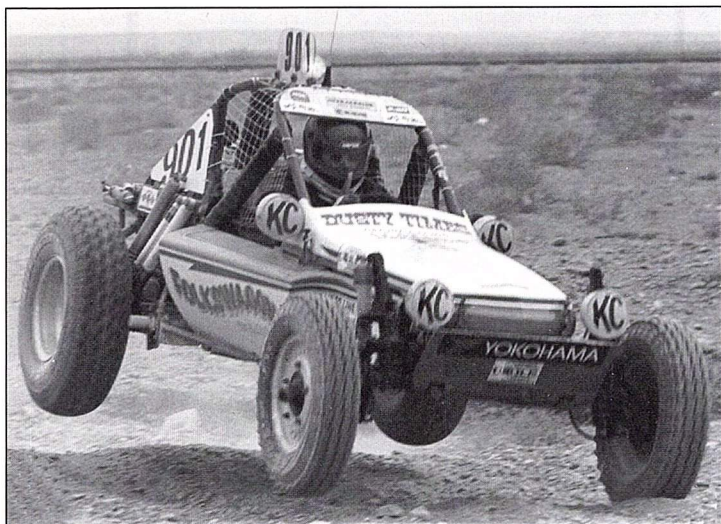
help and support from our staff, friends, sponsors and supporters. I would like to recognize them with a big "THANK YOU." Now just to name a few: Jim Merlino; the town of Tonopah; Tonopah Chamber of Commerce; Chip Cramer of the BLM; Station House Hotel; and this list could go on for pages. Also a special "thank you" to all of the Best in the Desert sponsors. The final and most special "thank you" goes to all of you racers, support crews, wives, girl friends, families and friends.

The Tonopah "300" is for you. It's your enthusiasm that keeps me going. Thanks to all, and have a good, safe and fun weekend in Tonopah.





BEST IN THE DESERT – JEAN CALVIN



What do you call a person who has been actively involved with the sport of off road racing for almost thirty years? Crazy, ignorant, a glutton for punishment, a masochist, any of the above?

Well, I guess you would have to say a bit of all of them, but that's what makes Jean Calvin unique in this sport. She was sort of conned into the sport in 1969 and it certainly took hold of her. It became her greatest passion in life, the participation, the information she is able to disseminate to the people, the love of racing, the love of driving, the people involved in the sport, but mostly it is the compelling urge to succeed, to overcome the obstacles that arise in front of her and overcome them she does.

Never known as a quitter, Jean attacked the sport of off road racing with vigor, finding a great outlet for her competitive spirit, racing not only against some other driver, but against the elements themselves.

There were days (and long nights) when the temperature was in three digits, when the silt was so thick you could never even see the hood of the car, when the snow was so deep you couldn't find the race course, when your crew stood out there like frozen fools, listening for "Their" engine, and then watching their driver plow on by, and Jean was one of those drivers, either freezing or sweating or choking or being blinded in the dust and in spite of it all, having the best time in the world because you were racing, off road racing, and there was still one lap to go, or 300 miles to go, it didn't matter, you were where you belonged and you were putting forth your best effort, that too was Jean at all times.

Now mind you, Jean wasn't the only driver out there having all that fun, she was one of maybe 450 to 500 active drivers in those days, but she was one of the few women racing the desert and she did her best to beat everybody else out there.

Jean raced sports cars with the SCCA for many years before entering the off road world. She had an Austin-Healy Sprite, which was near and dear to her heart and even though it was known as a miserable ill-handling car, she raced it for years, competing against mostly men and refusing to enter the "Women's Races", racing instead against the good ole boys, who detested her when she beat them to the checkered flag. Jean had her share of accidents and flips, including one five time end over end at Santa Barbara; it destroyed the car (except for the roll bar) and Jean ended up with a broken nose and a severely wrenched shoulder. However, as soon as possible an-

other Sprite was built and she was at it again.

Jean entered the off road world when she did an article on Les Choate, owner of Les's Auto Salvage. Les was involved in the fledgling sport of off road racing and offered Jean and her husband a ride in a "Burro" (state of the art for the time) in the upcoming Baja 500 and except for losing a steering box it was a very successful race.

Jean kept running with Les's Auto Salvage Team, sharing the driving with Les and his son Eddie in many races over the next few years, until the "F" bug bit, in this case "F" stands for Funco and that was the beginning of part two for Jean in off road racing.

Jean made a deal with Gil George at Funco and a brand new single seater was born, a car that was raced to death but came through the flips and the crashes without too much long term damage. Jean raced the little Funco, mostly in Class 9, then in 1600 and for the most part, enjoyed every minute of it. Lots of help came to her through Dick McCool and Jerry Lawless who always made sure the car was up to par and both these guys shared the driving chores with Jean on numerous occasions.

We are unable to count the times Jean has taken the green flag in off road, but racing full time for too many years to mention with SCORE, SNORE, WRA, ARVRA, and many many other sanctioning bodies, she has had plenty of seat time in the desert.

Jean had worked for Peterson Publishing back in the sports car days, then put out SCORE News for Sal Fish for some time but in December, 1983 the first issue of Dusty Times hit the presses and the rest is history. Jean knew that the sport of off road racing needed an unbiased journal of the happenings in the desert racing community and Dusty Times was the answer. With help from her husband, Brad Goodrow, Don Goodrow and Jerry Lawless, Dusty Times was born and became another consuming passion in Jean's life.

Jean continued racing and publishing Dusty Times with Judy Smith covering some events, and it wasn't too long before Jean and Dusty Times were becoming the voice of off road racing.

Dusty Times was soon covering rallying in Europe and Africa through Martin Holmes and the Australian races were covered by Darryl Smith and Mick Myers.

Jean was badly injured in a Baja 500 some years ago and her racing activities were brought to a sudden atop. Jean now covers the races for Dusty Times and devotes her entire being to make Dusty Times the best looking and most informative journal available for the off road racer and rallying type to read.

Off Road racing is still a family sport, a blending of people from all walks of life, all wanting the same thing, to compete in a sport they love and hopefully to be successful at it. Jean enjoys putting your name in the paper, your picture too for she realizes that only the racer and their family and friends who support them can keep the sport growing. Don't forget to look Jean up at the end of the race and give her your war story for the article.

Jean has been blessed with the willpower, the guts, the determination to keep going on, covering the races, making each edition of Dusty Times the best she can make it, having it go out on time and always has the time to sit and talk about off road racing.

She really is a champion!

Side Note:

In her youth, Jean was a professional Ice Skater with Holiday on Ice and she toured South America with the group and also skated with The Sonja Henie Ice Show. She was also a member of the Air Force in Special Events. My Son Jack Johnson & my husband Ted think she's quite a gal and a credit to our sport!



Welcome to the Tonopah "300"

On behalf of the entire Best in the Desert crew, as well as the town of Tonopah, we would like to extend a warm welcome to the all new 1997 Tonopah "300." We hope you enjoy your stay while you are in Tonopah, Nevada. Our special thanks to all of you who have come to support this one-of-a-kind event.

Your interest and enthusiasm in the sport of off-road racing will help make this a better race and a better sport for everyone

Once again, "Thank You" from all of us. Have a safe and fun weekend!

FOR MORE INFORMATION

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ABOUT "BEST IN THE DESERT" ORGANIZATION

Best In The Desert Inc. Racing is owned and operated entirely by Casey Folks, with offices at Sportsman Cycle, 3475C Boulder Highway, Vegas, Nevada 89121. The entire remaining staff consists largely of volunteer off-road racing enthusiasts are dedicated to the sport of racing. The philosophy of the organization is to provide top quality, World class off-road events, and more important, to make those events exciting, spectacular, fun, different, well paying, and most of all, affordable. based on over three decades of experience founded on years of sponsoring and promoting successful local and national events. Best In The Desert has, in the last 12 years reached for a new frontier in the sport off-road Using promotion and advertising techniques previously reserved for high density spectator events, and combining them with genuine concern for both racers needs and environmentalists in-put, Best in the Desert along with its competitors and sponsors, now enjoy recognition and exposure never before

seen in off-road racing Our organization currently has a constantly updated computer mailing list that reaches over 4000 professional and amateur racers several times a year. Over 50,000 mailer's, entry blanks, posters and flyers are distributed across the United States. Along with the Professional and Sportsman off- road races. Best In The Desert takes an active part in local club races, and also has a number of family and celebrity trail riders through out the year. These celebrity events involve local businessmen and members of the political community, and are designed to create public awareness and acceptability. In the future, our organization plans to continue providing bigger and better events. Based on this desire, we are seeking additional national sponsorships for our races and for our series. If you would like to become a apart of our exciting and growing organization, please contact us at the above address, or call Casey Folks at (702) 457-5775



BEST IN THE DESERT RACING ASSOCIATION

– RACE OFFICIALS –

Race Director
Casey Folks

Chief Steward
Jeff Phillips

Course Marshalls
Don O'kuly
Slim Davison

Communications
Keith Purmal
Bob Ward
Sandy Padilla

Gas Stops and Paved Road
Captain
Jim Glimp

Check Points Captain
Jeff Landers

Scoring
Bob Maichle
Dave Brune
Allen Condit

Impound and Finish Line
Red Ludford

Finish (Goodyear "Mesa")
Line Announcer
Bob Giles

Registration
Sue Phillips
Janine Whitesides
Joan Padilla
Debie Purmal
Kathie Stephens
Annelise Rowe

Motorcycle/Quad
Technical Inspectors
Val Hardy
Ted Rivers
Bill Fuentes

Car/Truck Technical Inspectors
Fred Carstensen
Carlton Shirley
Arthur Land
Mark Pettit
Don Slagle
Wade Humphries

First-Aid Coordinator
Jessy Rowe

Advertising and Contingency
Betty (Johnson) Rivers
Charla Glimp
Bill Gustafsen
Kim Carstensen
Elaine Bell
Colette Shirley
Gary Moman

Program Prepared by
Betty Johnson-Rivers

SCHEDULE OF EVENTS

Friday, March 28, 1997

10:00 am to 6:00 pm

Rider / Driver Registration
Station House Hotel Meeting Room
(Inside Station House Hotel)

10:00 am to 6:00 pm

Car – Truck – Motorcycle – Quad
Contingency Inspection
Nye County High School
Running Track Parking Lot

10:00 am to 6:00 pm

Car – Truck – Motorcycle – Quad
Technical Inspection
Joe Friel Field – Behind McDonalds in Tonopah

10:00 am to 6:00 pm

Car – Truck – Motorcycle – Quad
Race Vehicle Impound
Joe Friel Field – Behind McDonalds in Tonopah
(all race vehicles must be impounded)

7:00 pm

Car – Truck – Motorcycle-Quad, Mandatory Riders/Drivers
Pit Crew Meeting
Tonopah Convention Center
Please be on time!!!

Saturday, March 29, 1997

— 5:30 am —

Motorcycle /Quad Impound Opens

— 5:45 am —

Motorcycle / Quad Escorted Parade Leaves Impound

— 6:00 am —

1st Professional Motorcycle Start

— 8:30 am —

Car / Truck Impound Opens

— 8:45 am —

Car / Truck Escorted Parade Leaves Impound

— 9:00 am —

1st Professional Car / Truck Start

5:30 pm to 7:30 pm

— After Race Dinner —

Tonopah Convention Center

(Dinner Courtesy of Tonopah Chamber of Commerce)

— 8:00 pm —

— After Race Party —

Sportsmans Bar – Downstairs, Station House Hotel
(Party courtesy of Pro Circuit)

Sunday, March 30, 1997

8:00 am to 9:00 am

— Continental Breakfast —

Tonopah Convention Center

(Continental Breakfast Courtesy of Station House Hotel)

9:00 am to 11:00 am

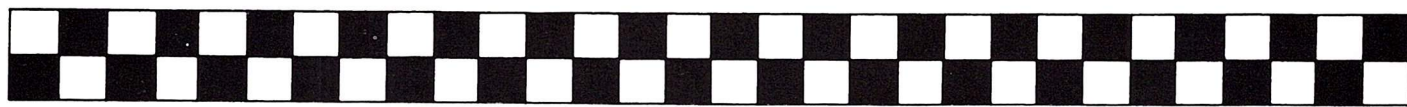
— Awards Presentation —

Tonopah Convention Center

Please Be On Time! To All Scheduled Events!!
THANK YOU!!!



TONOPAH "300"



BEST IN THE DESERT

Tonopah "300"

GOOD LUCK RACERS FROM THE

THE STATION HOUSE
TONOPAH

WHERE FUN, GREAT FOOD AND LIVE
ENTERTAINMENT WILL MAKE YOUR
TRAVELS MORE ENJOYABLE

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THE BEST HOTEL/CASINO

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RIDER PROFILES

MARK MORRIS

Age: 33

Wife: Pam

Children: Sidney(6); Megan(4); Ryann(1)
(All Girls ...I'm in big trouble!)

Sponsors: MOTORCYCLE CENTRAL

AXO

ACERBIS

OAKLEY

RENTHAL

PK CHAIN

WINZER PRODUCTS

Past Race History: Been racing since '79

Started racing desert in '84

#2 Plate 250 '87

#1 Plate 500 '89

Got hurt in '91 (broken hip), stopped racing for about one and a half years. Jumped back on, and been having fun ever since. Competed in '95 Nevada Rally, that was my most memorable experience ever! ...Finished 3rd over 30 16th overall ...it was great!

I'd like to thank my wife Pam for extra work & patience & motivation to make all my racing efforts go smoothly!

Also, thanks go to Motorcycle Central!



CORY F. AYERS

Age: 33 • Wife: Laura • Children: Cory(8); Alyssa (2)
Home: Henderson, Nevada • Bike: Honda CR 250 & 500

Sponsors: FAMILY and:

ANSWER RACING

PIRRELLI TIRES

VEGAS POWER SPORTS

CHAMPION RACING OILS

RK CHAINS

SPROCKET SPECIALISTS

EXCEL RIMS

MOTORCYCLE CENTRAL

OAKLEY

Cory Ayers has only been racing for a short time. In October of 1993 he was given a 1994 Honda CR250 for his 30th birthday. Since then he has gone from novice to expert in 1 year. He placed 23 overall in the Nevada Rally. In Best in the Desert he won the #2 Plate in 1994 and has held the #1 Plate for 2 years in a row for 1995 and 1996. In MRAN he has held Plate #2 2, 3 and 4. Cory is also one of the founders and current president of the newest motorcycle club in Nevada called The Roosters M/C. Last year for the Vegas to Reno Race the Roosters raised over \$10,000.00 for the St. Jude's Children's Cancer Research Hospital.

Cory's family are very active and supportive.



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8 time National Enduro Champion Dick Burleson, multi-title holder and winner of virtually every race that ever counted is helping Moose set the standard in offroad. His 30 years of riding experience goes into every product Moose Offroad makes. We're rewriting the books when it comes to offroad equipment, leaving the rest of our the competition in the dirt.



Dick Burleson

1969 amateur motocross champion

trans-ama national champion

1970

1973 member-winning isdt silver vase team

national enduro champion

1974-81

isdt/ende gold medals

1994

silver medal isde tula, oklahoma

ama athlete of the year

1994



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BEST OF LUCK RIDERS & DRIVERS

Many Thanks To Casey Folks and The Best In The Desert Crew

We hope that the Tonopah "300" race is safe and fun for all of you.

Please come back and experience the many outdoor and off-road adventures that Central Nevada has to offer.

Tonopah is prepared to assist in making your visit a unique and memorable one and the surrounding area provides outdoor enthusiasts secluded vistas and trails.

See a part of Nevada few have ever seen.

WE AWAIT YOUR RETURN.

*For more information about Tonopah and the surrounding area,
(accommodations, where to go and how to get there):*

Contact

TONOPAH CONVENTION CENTER

P.O. Box 408

Tonopah, Nevada 89049

702-482-3558



TONOPAH "300"



*New adventures
in off-road racing*

TO: RENO
TO: PITS

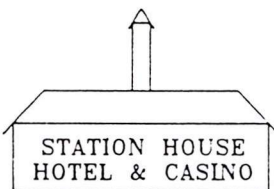


TONOPAH
CONVENTION
CENTER



KNAPP AV.

MILEAGE FROM STATION HOUSE
TO: RIDERS / DRIVERS MEETING 1 MI.
TO: 1st PIT - 0.5 MI.



SPECIAL NOTE:
PLEASE, WHILE AT
THE STATION HOUSE,
'DO NOT PARK' YOUR
VEHICLE IN FRONT
OF THE GROCERY
STORE NEXT TO THE
STATION HOUSE.

GOODYEAR

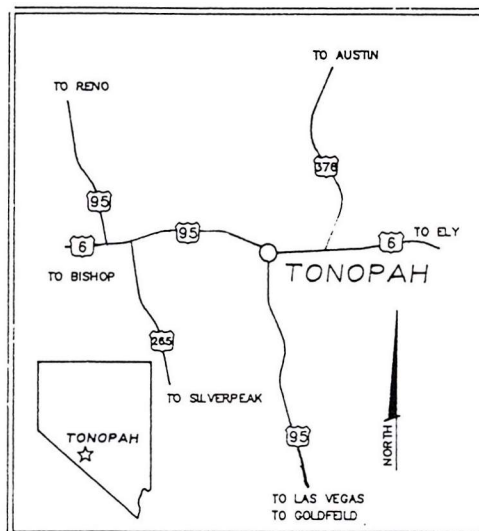
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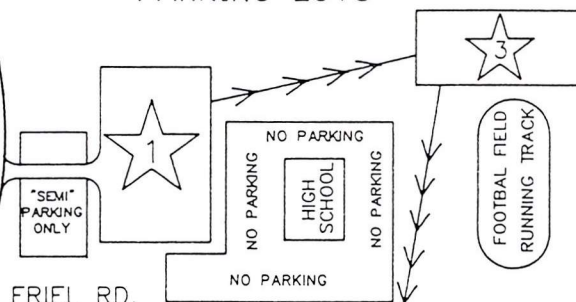


TO: LAS VEGAS
TO: GOLDFIELD

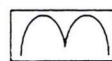


TO: ELY

'NO PARKING'
IN HIGH SCHOOL
PARKING LOTS



FRIEL RD.



McDONALDS



"FINISH LINE"
GOODYEAR

"MESA"

'STEPS TO SUCCESS'

- ★ 1 PARKING AREA
"RACE VEHICLE UN-LOAD AREA"
- ★ 2 SIGN-UP & RESISTRATION
AFTER RACE PARTY
STATION HOUSE HOTEL CASINO
- ★ 3 CONTINGENCY
- ★ 4 TECHNICAL INSPECTION
AND PRE-RACE IMPOUND
AFTER RACE LOADING AREA
- ★ 5 RIDERS / DRIVERS MEETING
AFTER RACE DINNER
TONOPAH CONVENTION CENTER

TONOPAH "300"
"A Race For The Gold"



Recreation in Nevada



More than in any other state, public lands in Nevada, managed by the Bureau of Land Management (BLM), offer recreation unlimited to those seeking wide open spaces for a multitude of outdoor activities. From scenery watching to conquering the nearest peak, Nevada's public land can accommodate all types of outdoor recreational activities. From the Black Rock High Rock, to Red Rock Canyon NCA, Nevada's 48 million acres of public land make it a recreational mecca for outdoor sports enthusiasts from around the world. The Nevada Rally is only one example of many recreational events staged throughout the year for the enjoyment of the participants and spectators and economic benefit of the residents.

Nevada's endless miles of undeveloped roads and trails offer an unequalled opportunity to get off the beaten path and hit the back roads. Adventure, history, and natural beauty wait quietly for those willing to go the extra mile. The Bureau of Land Management's Back Country byway program, an outgrowth of the national Scenic Byways Program, is one program designed to encourage visitors to the lesser traveled road on public land, vast tracts that are too often only seen from a distance.

Back Country Byways beckon the traveler into historic areas that played a role in the development of Nevada, and are near areas that have been largely untouched by man. Visitors to the byways can see firsthand the multiple uses of public land, and come to a greater awareness of the needs for conservation and wise use of these resources.

Other activities such as camping, mountain biking, hiking, hunting, rock climbing, and recreational prospecting are all welcome on public land with guidelines set forth by good management practices and county ordinances. Some restrictions may apply within populated areas, or areas inhabited by the desert tortoise, a threatened species.

The BLM is responsible for the stewardship of our public lands and is committed to manage, protect, and improve these lands in a manner to serve the needs of the American people for all times. Toward that end, the BLM works closely with organized recreational groups with the intention of developing and maintaining recreational areas and trails for the use and enjoyment of all, while supporting the concepts of conservation and ecosystem management.

Take a little time to discover the richness and diversity of Nevada and its people. Travel the back roads, discover the Pony Express Trail across central Nevada, or the Old Spanish Trail and Mormon Road across southern Nevada. Historic ghost towns and mining camps like Rhyolite, Belmont, or Seven Troughs are waiting for you. Race across sand dunes or cast your line in the many miles of streams. Spend a little time soaking away the cares of the day in one of the warm springs that are scattered across the state. Explore and experience Nevada, for it is truly recreation unlimited. For more information about recreational opportunities in Nevada, contact your nearest BLM office.

In last year's "Vegas to Reno" race, we provided up to the minute race status information to the public using an on-site web server and a local network of display workstations.

We'll be running the system again for the "Tonopah 300." Look for it in the press room!



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<http://www.toiyabe.com>

We'd like to wish all the racers a safe and successful race!



CONTINGENCIES

The Contingency Awards Listed Are Totals For All Three
SILVER STATE SERIES Races, except as noted.

GOODYEAR TIRE AND RUBBER \$16,500

Use Goodyear tires on all 4 wheel positions. Display Goodyear decals (minimum size 17") on both sides of vehicle. Pro only. 1st in class. \$500 for classes 1, 1/2-1600, 3, 4, 7, 8, Trick truck. \$250 for classes 5, 5-1600, 6, 7S, 8S, 9, 10, 11.

BF GOODRICH TIRES \$15,900

BFG tires must be used in all wheel positions and as spares. This includes starting, running, and finishing the races. Must be (3) in class. Minimum of two - 16" BF Goodrich decals in prominent locations on vehicle. Minimum of 1 - BG Goodrich Team T/A decal in prominent location. Pro only. 1st in class. \$500 for classes 4, 7, 7S, 8, 8S, Champ truck, Trick truck. \$200 for classes 1, 1/2-1600, 3, 5, 5-1600, 6, 9, 10, 11.

DUNLOP TIRE CORPORATION \$1,575

Front and rear tire usage. Decals on both sides of bike. Pro only. Classes 125, 250, Open, Over-30, 4-stroke over 450cc. \$150 1st overall, \$75 1st in class.

VP RACING FUELS \$13,120

Exclusive use of product. Proof of purchase required. Minimum of 5 in class. Decal (4"x3") on bikes and ATVs. Decal (7"x5") on all cars, trucks, and buggies. Pro and sportsman, 1st place only. All classes: cars, trucks, motorcycles, and quads.

UNOCAL - 76 GAS \$21,420

One decal on each side of vehicle in plain sight. Minimum of 3 entries in class. Must finish event. Proof of purchase from CL Bryant or an associate distributor. Pro and sportsman, 1st place only. All classes: cars, trucks, motorcycles, and quads.

TRICK RACING GASOLINE \$4,441

Exclusive use of Trick, Trick Unleaded, or Trick Turbo Racing Gasoline. Proof of purchase required for gasoline used during the event. Two TRICK decals (no charge) must be visibly displayed on both sides, (8"x3" - cars/trucks) (5"x2" - all bikes). No competitor's decals. Entrant must finish race and take checkered flag. Pro and sportsman. All classes: cars, trucks, and motorcycles. See supplier's contingency listing for details.

KTM SPORTMOTORCYCLE USA \$10,000

Must ride 1996 or 1997 KTM. Total contingency award includes the Silver State Series and the Laughlin US Championship Hare Scrambles. All pro motorcycle classes: 1st overall \$1000, includes class win. 1st in class \$250.

KAWASAKI \$56,000

Expert and amateur classes 125, 250, Open, Over-25, Over-30, Over-40, 4-stroke under 450cc, 4-stroke over 450cc. Must use a 1995 or newer Kawasaki with original color plastic logo. Minimum of 7 riders in class to qualify for contingency. Pro classes 125, 250, Over-30, Over-40, Open must submit a 1997 Kawasaki registration form available at Best In The Desert Contingency.

INTERNATIONAL MOTOR SPORTS (IMS) \$7,200

IMS decals placed below gas filler cap on fuel tank (both sides), and on hand guards facing out. \$100 gift certificate to first three places in all motorcycle and quad sportsman classes.

FMF \$9,000

Two decals on motorcycle or quad. All motorcycle and quad classes, gift certificate 25% off on FMF products. FMF pipe to 1st place in expert Over-35, 4-stroke over 450cc, and Quad classes. FMF silencer to 1st place in amateur 250, 4-stroke under 450cc, and Quad classes.

SIGNPROS CUSTOM LETTERING \$4,500

Must use product, no competitor's decals, minimum 3 entries per class. All pro and sportsman, car and truck classes. \$50 in product, 1st place only.

SWAY-A-WAY \$1,050

Use of product and 2 12" or 14" Sway-A-Way decals (one on each side of car). 1st place pro only. Classes: 1, 1/2-1600, 5-1600, 7, 8, 9, 10. \$50 merchandise gift certificate.

WALLY WORLD DESIGNS \$2,400

Must use painting on car or helmet. 1st in class, \$50 in service. Pro only, all car and truck classes.

DYNAMAX EXHAUST SYSTEMS \$2,400

Must use Dynomax muffler. Two approved decals, one on each side. Must have 3 entries to make a class. 1st in class \$100 gift certificate. Pro only. Classes: 3, 4, 7, 7S, 8, 8S, Champ truck, Trick truck.

AMERICAN RACING WHEELS \$2,700

Exclusive use of American Wheels. Two approved decals, one on each side. Must have 3 entries to make a class. 1st in class, \$100 gift certificate. Pro only. Classes: 3, 4, 6, 7, 7S, 8, 8S, Champ truck, Trick truck.

K & N ENGINEERING \$4,800

Must use K & N air filter. If outer wrap is used it must be K & N. Two approved K & N decals, one on each side. Must have 3 entries to make a class. 1st in class, \$100 gift certificate. Pro only, all car and truck classes.

MASTERCRAFT \$1,200

Must use Mastercraft seats exclusively. Seat must have Mastercraft decal or patch on back. Two decals on vehicle, one on each side. Must have 3 entries to make a class. 1st in class, \$25 gift certificate. Pro only. All car and truck classes.

KC HILITES \$9,600

Exclusive use of KC Hilites. Must use a minimum of two 6" round KC Hilites at all times. KC covers in daylight hours. Two approved decals, one on each side. Must have 3 entries to make a class. 1st in class, \$200 gift certificate. Pro only. All car and truck classes.

SUNSET OFF-ROAD \$19,200

Display Sunset Off-Road decals. \$100 gift certificate to winning motorcycle and quad teams (every rider), pro and sportsman classes, and the 1st woman in every class.

PRO SPORT - NICHOLS MOTORCYCLE SUPPLY \$600

Expert classes: Open, Over 30, Over 40. Amateur classes: 250, Over 35. 1st place - Pro Sport Gloves, 2nd place - MX Socks.

MCKENZIE'S PERFORMANCE PRODUCTS \$450

Two decals. Pro only, 1st place, \$25 gift certificate. Classes: 1, 1/2-1600, 5, 5-1600, 9, 10.

TRAILMASTER SUSPENSION \$3,600

Must use Trailmaster exclusively. Two approved decals, one on each side. Must have three entries to make a class. 1st in class \$100 gift certificate. Pro and sportsman. Classes 3, 4, 7, 7S, 8, 8S.

WHITE BROTHERS \$675

White Power Filter for 1st place in all expert and amateur motorcycle classes.



TONOPAH "300"



ALPINE MORTGAGE

TBA

Two decals obtained at racer's expense, 12" for cars and trucks, 6" for bikes and quads. Pro and sportsman, all classes. Racers displaying decals receive a \$250 discount coupon for loan services. 1st in class receive a \$500 coupon, and 2nd in class receive a \$350 coupon. Coupons redeemed at loan closing.

TEAM TAHOE OFF-ROAD RACING

TBA

Two decals obtained at racer's expense, 12" for cars and trucks, 6" for bikes and quads. All pro and sportsman, motorcycle and quad classes. Pro and sportsman car classes: 1, 1/2-1600, 5, 5-1600, 9, 10, 11. Racers displaying decals receive a \$250 discount coupon applicable to "Race With Us" fees. 1st place receives a \$500 coupon, 2nd place receives a \$350 coupon.

MOOSE OFF-ROAD

\$600

Must display Moose decal A pair of gloves to 1st place expert classes Over-40, Over-48, overall Quad, and 1st place amateur classes Over-40, Over-48, overall Quad.

DE NUNZIO RACING PRODUCTS

\$10,800

Finish race in allotted time. Must have 5 entries to make a class. Two official "De Nunzio Racing Products" decals, one on each side clearly visible at 20' from vehicle. Redeem contingency prize within 90 days after race date. Pro only. All cars and trucks. 1st in class \$100 discount, 2nd in class \$75 discount, 3rd in class \$50 discount, all applicable toward a \$300 minimum purchase.

PCI RADIOS

\$4,500

Must have two decals on vehicle. No competitors' decals. Pro and sportsman 4th place finishers in all car and truck classes. \$50 for each class.

DUSTY TIMES

\$50

Decals are optional. \$50 to official last-place finisher.

ADVANT-EDGE-CONCEPT ENGINEERING

\$540

One pair Comfort knee pad covers to 1st place expert classes Over-30, Over-40, Over-48; 3rd place expert classes 250, 125, 4-stroke under 450cc; 3rd place amateur classes 250, 125, and 4-stroke under 450cc.

EBC - NICHOLS

\$500

For Tonopah 300, and Silver State 300 races. Set of EBC brake pads to 1st in class expert 125, 250, Open, Over-25, Over-30, and amateur 125, 250, Open, Over-35, Over-40.

MOTION PRO - NICHOLS

\$500

For Tonopah 300, and Silver State 300 races. Motion Pro wrench set to 1st in class expert and amateur 125, 250, Open, Over-25, Over 30.

TRACKSIDE PHOTO

\$1,200

Visible decals. 2nd place in class. Two 11x14 color photos and \$50 to amateur motorcycle classes Open, Over-40, and Over-48, and pro car classes 3, 4, 6, 8S, 11.

BRIDGESTONE - NICHOLS

\$700

For Tonopah 300, and Silver State 300 races. Set of tires to 1st in class for expert and amateur 250.

SCRUBS - NICHOLS

\$200

For Tonopah 300, and Silver State 300. Hand Towels (large bucket) to 1st in class pro 250, 4-stroke under 450cc, Quad; expert Ironman, 125, Over-35; amateur 250, Open, 4-stroke over 450cc, Over-48.

CACTUS RACING

\$4500

Driver of Record must use Race Air helmet. Helmet must have been purchased from Cactus Racing, and proof of purchase needed. Two decals, one on each side of vehicle. No competitive decals. All pro and sportsman car and truck classes. \$50 in product to 1st in class.

DICK'S RACING SUSPENSION-SPORTSMAN CYCLE

\$500

\$250 to 1st overall expert, and \$250 to 1st overall amateur. Free suspension service front and rear. Parts extra.

PHOTOS BY GRUMPY

\$1,200

Two, 2" "Photo by Grumpy" decals on car or motorcycle, one on each side. One 8x10 enlargement to each 3rd place team in pro classes 125, Over-40, and Class 5; and expert classes Over-30, 4-stroke under 450cc, and Ironman.

SCOTTS PERFORMANCE PRODUCTS

\$1,200

Mail results, and contingency certificates filled out by Best In The Desert to Scotts. \$15 gift certificates on selected parts and service for 1st place finish in pro, expert, and amateur classes 125, 250, Open, Over-30, and Over-40.

BAKER PRECISION BEARING

\$6,900

Two 5"x7" decals, one on each side of car. Two 2"x3" decals, one on each side of motorcycle. Must have purchased product in 1997 season. All high performance Baker products. For 1st place finishers in all classes; \$50 certificate for cars, and \$25 certificate for motorcycles.

NEO SYNTHETIC OIL COMPANY

\$6,900

Two 5"x7" decals, one on each side of car. Two 2"x3" decals, one on each side of motorcycle. Must have purchased product in 1997 season. All Neo products. For 1st place finishers in all classes; \$50 certificate for cars, and \$25 certificate for motorcycles.

SIGNTECH

\$4,800

Must buy product and display decals. Minimum 3 vehicles in class. Must finish race in time and see checkered flag. \$50 in vinyl decals and company T-shirts to 1st place finishers in all pro and sportsman car classes, and expert and amateur motorcycle ironman classes.

FORD MOTOR COMPANY - SPECIAL VEHICLE OPS

\$20,000

Total award applicable to 1997 Vegas to Reno race only. Display a minimum of two Ford oval decals supplied by Ford representatives prior to start. Truck must finish race. Pro only, 1st place finishers. Class 4 - \$2000, Class 7 - \$2000, Class 7S - \$3000, Class 8 - \$2000, Class 8S - \$3000, Champ Truck - \$4000, and Trick Truck - \$4000.

MIKUNI - STEVE WEBB

\$3,600

300 Mukuni calendars. One calendar per entry.

K-STYLE

\$2,000

Must ride 1996 or 1997 KTM. Total contingency award includes the Silver State Series and the Laughlin US Championship Hare Scrambles. All sportsman motorcycle classes: 1st - 2 KTM gear bags, 2nd - 2 KTM Jerseys, 3rd - 2 KTM T-shirts.



TONOPAH "300"



**BEST IN THE
DESERT**
RACING ASSOCIATION

TONOPAH "300" CLASS LIST

MOTORCYCLES/QUADS

PROFESSIONAL

(PRO - WHITE BACKGROUND W/BLACK NUMBERS)

| BEST IN THE DESERT CLASS | CLASS NUMBERS |
|----------------------------|---------------|
| 125 | A01 to A99 |
| 250 | X01 to X99 |
| OPEN | N01 to N99 |
| OVER 30 | P01 to P99 |
| OVER 40 | C01 to C99 |
| 4 STROKE UNDER 450CC | F01 to F99 |
| 4 STROKE OVER 450CC | T01 to T99 |
| QUAD | Q01 to Q49 |

EXPERT/AMATEUR

(EXPERT - WHITE BACKGROUND W/BLACK NUMBERS) • (AMATEUR - YELLOW BACKGROUND W/BLACK NUMBERS)

| BEST IN THE DESERT CLASS | CLASS NUMBERS |
|----------------------------|---------------|
| 125 | 101 to 199 |
| 250 | 201 to 299 |
| OPEN | 301 to 399 |
| OVER 25 | 401 to 499 |
| OVER 30 | 501 to 599 |
| OVER 35 | 601 to 699 |
| OVER 40 | 701 to 799 |
| OVER 48 | 801 to 899 |
| 4 STROKE OVER 450CC | 901 to 950 |
| 4 STROKE UNDER 450CC | 951 to 999 |
| QUAD | Q51 to Q99 |
| IRONMAN | O01 to O99 |

CARS/TRUCKS

PROFESSIONAL/SPORTSMAN

(PRO - WHITE BACKGROUND W/BLACK NUMBERS) • (SPORTSMAN - YELLOW BACKGROUND W/BLACK NUMBERS)

| BEST IN THE DESERT CLASS | OTHER NAME | CLASS NUMBERS |
|--------------------------|------------------------------|---------------|
| 1500 | 1 | 1501 to 1599 |
| 2000 | 1/2-1600 | 2001 to 2099 |
| 3000 | 3 | 3001 to 3099 |
| 4000 | 4 | 4001 to 4099 |
| 5000 | 5 | 5001 to 5099 |
| 5100 | 5-1600 | 5101 to 5199 |
| 6000 | 6 | 6001 to 6099 |
| 7000 | 7 | 7001 to 7099 |
| 7100 | 7S | 7101 to 7199 |
| 7200 | 7 UNLIMITED | 7201 to 7299 |
| 8000 | 8 | 8001 to 8099 |
| 8100 | 8S | 8101 to 8199 |
| 9000 | 9 | 9001 to 9099 |
| 1000 | 10 | 1001 to 1099 |
| 1100 | 11 | 1101 to 1199 |
| 1200 | CHAMP TRUCK (PRO ONLY) | 1201 to 1299 |
| 1400 | TRICK TRUCK (PRO ONLY) | 1401 to 1499 |

AGE CLASSES: Over 25 years of age • Over 30 years of age • Over 35 years of age • Over 40 years of age • Over 48 years of age



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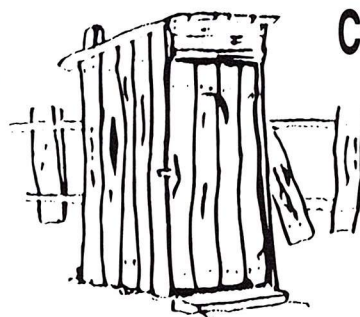
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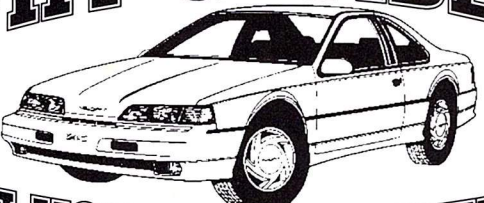


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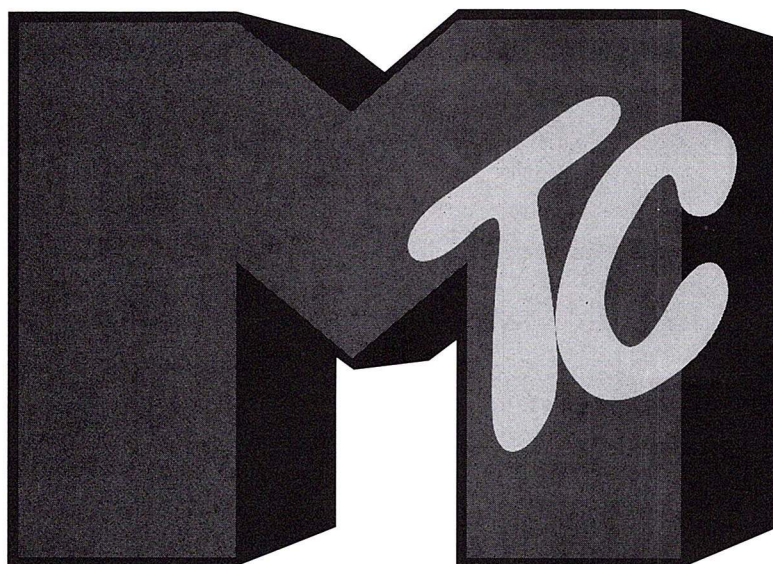
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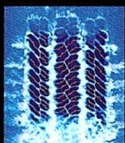
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Jimmy Gaddis

'96 AMA Hare & Hound Championship
Greg Zitterkopf

'96 AMA Superbike National Championship
Doug Chandler

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Rickey Gadson



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TEAM PROFILE

BROKEN WRENCH
DESERT RACING

Fullerton, California

Broken Wrench Desert Racing was started in 1995 by John Lucas car owner and his friend Ron Osburn. They brought Matt McMillan on board as they started out half way through the 1995 LaRana Desert Championship Series season. The team was extremely surprised when they finished first in their first race. That same season they finished second in the Unlimited Class Championship Series.

In 1996 the team again, competed in the LaRana Desert Championship Series, this was a great year for the team, winning the Unlimited Class Championship, along with a first in class and first overall at the Sidewinder 300 in Barstow.

Rich Fersch joins the team for the 1997 racing season. Rich brings 14 years of off road racing experience to the team. He has won numerous class championships including the S.C.O.R.E / H.D.R.A. class 5-1600 championship in 1990 and the LaRana Desert Championship in class 5-1600 in 1991 and again in 1996.

With the experience the team has gained over the last two years, the addition of Rich Fersch and the continual upgrading of car, team and equipment. Broken Wrench Desert Racing should field an extremely competitive race team for the 1997 racing season.



SPEC SHEET

Major & Associate Sponsors

| | |
|--------------------|--|
| Engine Volkswagen | Strictly Foreign Racing |
| Engine Size | 2332 cc |
| Transmission | Dave Folts Transmissions |
| Ignition | Comp U Fire |
| Fuel | 76 Union Racing fuel 110 |
| Carburation (Dual) | Dellorto |
| Headers / Exhaust | S & S HEADERS / Supertrapp |
| Engine Oil | Torco (unsponsored) |
| Transmission oil | Torco (unsponsored) |
| Brakes | Disk: CNC front/Neal rear |
| Shocks | Fox coil over front (4) Fox resivour rear (8) |
| Hose & Fittings | Earls |
| Power Steering | Lee Power steering |
| Wheels | Center lines |
| Tires | Yokohama |
| Firesuit | Deist |
| Safety harness | Deist |
| Helmets | Simpson & Bell |

DRIVER PROFILES

RON OSBURN

Team: Broken Wrench Desert Racing
Vehicle: 1996 Raceco Unlimited Two Seater
Hometown: Fullerton, California

1995 was Ron's first year as a professional off road driver, while competing in only 4 of the 7 LaRana races he finished second in the Unlimited Class. In 1996 he lead the team to the Unlimited Class Championship, along with a first overall at the Sidewinder 300 in September of '96. Although Ron has only been racing professionally for two years he has over 20 years racing in the desert as a recreational off roader.

Ron spends a lot of his off time at the Colorado river, racing water craft and chasing friends in the desert.

Ron gets a lot of support from his wife Linda and their two sons, Danny and Kurt give him a lot of support, while he's doing what he loves, Off road racing !

Ron will be the driver of record for the 1997 season, where we hope to continue with the success we have had, for the last two years.

JOHN LUCAS

Vehicle: 1996 Raceco Unlimited Two Seater
Hometown: Norwalk, California

1995 was John's first year as a professional off road driver, while competing in only 4 of the 7 LaRana races he and Ron Osburn finished second in the Unlimited Class. In 1996 His team won the LaRana Unlimited Class Championship, including a first overall at the Sidewinder 300 in September of '96. John started out as a recreational desert racer, and together with his friend Ron Osburn started Broken Wrench Desert Racing together in 1995.

John is actively involved in youth ice hockey, and enjoys jet skiing along the Colorado river.

John's family support comes from his wife Teri and their son, John William.

We are constantly upgrading and improving our team, car and equipment to provide the best racing atmosphere available in 1997.

MATT McMILLAN

Team: Broken Wrench Desert Racing
Vehicle: 1996 Raceco unlimited two seater
Hometown: Fullerton, California

Matt has been with the team from the beginning. His primary responsibilities include, most of the race prep, and scheduling of race car upgrades and equipment repairs. He has also been the co-rider for most of the race miles over the first two years.

Matt is the youngest of the team, at 24 years old he is patiently developing his skill level to move into the drivers seat. With his knowledge of the car and the prep, he is a great addition to our team especially when he is co-riding in the car.

Matt's hobbies include mountain biking, jet skiing, hiking and camping. We should see him behind the wheel very soon.

RICH FERSCH

Sponsors: McKenzie's Performance Products, Dave Folts Trans, Downey Race Haus

Vehicle: 1996 Raceco Unlimited Two Seater
Hometown: La Habra, California

Rich has been off road racing since 1983 when in only his second race as a driver, he won the S.C.O.R.E. Parker 400 in class 5-1600. Since then he has won the 5-1600 class championship in the Las Vegas based S.N.O.R.E series, finishing second overall in 1989. 1990 brought another 5-1600 class championship this time in the prestigious S.C.O.R.E./H.D.R.A. series. Switching to local Mojave Desert racing, Rich is a two time 5-1600 class champion in the LaRana Desert Championship Series, winning class titles in 1991 and teamed with Danny Drake in 1996.

In his spare time Rich is an avid mountain biker and knee board rider. Race support at home comes from Rich's lovely wife Susie and their two children, Casey 8 and Mary 6.

Rich would like to thank John Lucas and Ron Osburn for the opportunity to participate in Broken Wrench Desert Racing.

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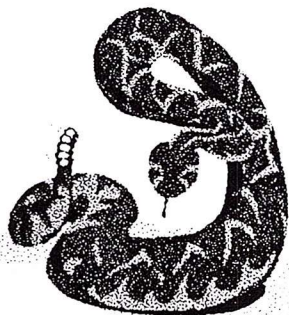
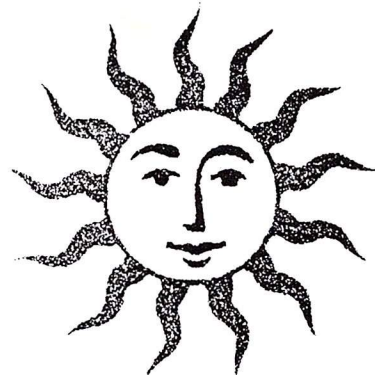
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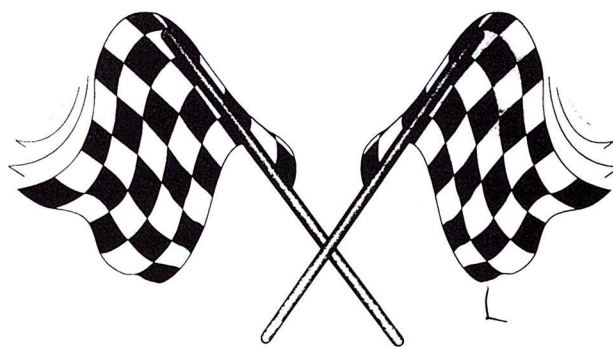
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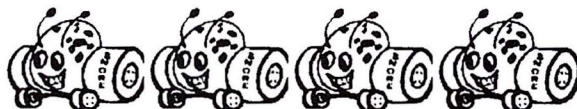
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TONOPAH, NEVADA

Short History of Central Nevada

Courtesy of The Tonopah Chamber of Commerce

Central Nevada was first explored by white men as early as 1827 (such historical figures as Jedediah Smith, Peter Ogden and John C. Fremont probably camped within a few miles of present day Tonopah). The discovery of silver and gold brought Nevada into the Union during the Civil War, and mining was the main driver of the economy from 1865 through 1913. The whole area around Manhattan, Belmont, Silver Springs, Gabbs, etc., was filled with miners and would-be-miners subsisting on small strikes around the turn of the century. Tonopah (from the Shoshone word *to-nuv-pa*, which means "greasewood spring") was founded by one Jim Butler in late May of 1900. Jim Butler is the matter of legend, but historically he was what you might call a "pioneer capitalist". Butler had a ranch in Monitor Valley and was, at the time of his finding Tonopah, district attorney of Nye County. However, Butler was a part-time miner (like everyone else in the area) and traveled the entire district extensively. On one such trip south, he happened to camp at the base of what is now Mount Oddie. Legend has it one of his mules strayed and as he pursued the animal, he observed promising quartz "float" (i.e., outcropping of rock.) Taking some samples and retrieving his mule, Butler continued his trip. On the return journey north, he collected another 75 lbs of ore and had it assayed by one Tasker Oddie, a lawyer and another part-time miner in Belmont.

Now while Jim Butler had been on his jaunt, he had missed the election for his office and lost by default. Having no income, he struck a deal with Oddie to pay for the assay by giving him a share of the future mine if the assay was worthwhile. It ended up to be so; the quartz was filled with gold and silver and the assay placed worth at \$18.00 to \$600.00 an ore ton.

Butler and his wife, Belle, returned to Tonopah in August, 1900, and staked three mine claims: The Desert Queen, The Burro, and the Mizpah (which is beneath the hotel of the same name). In November of that year, Tasker Oddie and Wilse

Brouger (another miner who eventually became president of the bank in Tonopah) joined the Butlers and mining began in earnest.

From 1900 to 1901, most mining was done on a lease basis in Tonopah. The butlers, Oddie and Brouger had little capital and enticed miners from all around the area, particularly Belmont, to come and work by leasing parcels of land. Because of the richness of the strikes in Tonopah, most of the other towns in the area lost the majority of their population and, as a result, the county seat for Nye County was relocated from Belmont to Tonopah.

Because of the ore-rich reputation, money interests soon came to Tonopah. Easter banks approached the principals in late 1900 and bought all interest in their claim. In 1901, the Tonopah Mining Company was formed and took over operations of most of the area on December 31st, 1901. This company continued until 1948 and produced 513,000 ounces of gold and 45 million ounces of silver.

Mining was the economy from 1901 until 1913 with one economic dip during the panic of 1907. Production after 1913 leveled off due to the fact that although the area was rich in ore, it was located close to the surface. Few mines in the area went lower than 1000 feet and the Mizpah was the deepest at 1,500 feet. Though the Tonopah Mining Company and numerous other smaller mining concerns continued profitable operations until 1940, the "salad days" of mining ended effectively in Tonopah by 1920.

As the boon came to an end, lease mining was started again during the 1930's and there was an increase in production in that decade brought about by energetic individuals and partnerships. The Depression, however, could not be escaped, and nearly all serious mining ended by 1939.

The year 1940 saved Tonopah from the fate of becoming a ghost town. The Army Air Force established the Tonopah Air Base to begin pilot training that year. Because of the war in Europe and the probability that the U.S. would become involved, the Interior Department began the transfer of vast

tracts of Nevada to the military from 1939 to 1943. After Pearl Harbor, the Air Force forged ahead with construction and established the Tonopah site as the premier headquarters for fighter pilot training. Originally, the base was used for P-39 training, but this less-than-reliable plane had a high-loss ratio (due, in part, to the 6,000 ft. altitude of Tonopah). In 1943, the base was switched to B-24 bomb and gunnery training. By late 1944, 6,500 military personnel were stationed in and around Tonopah. It is ironic to note that though the military saved Tonopah from oblivion, it also began a precedent of the town relying on the military for economic lifeblood. When the military pulls out, Tonopah declines precipitously. At the close of World War II, the Tonopah air base was inactivated and was eventually shut down in 1948. Tonopah entered its worst times at this juncture of its history. Not until the re-establishment of the tonopah Test Range in the sixties and the re-introduction of mining by Anaconda did the town recover some of its past glory. The testing of the F-117A Stealth Fighter brought a considerable increase of population and capital to the town in the 1980's. However, with the moving of the Stealth fighter wing to New Mexico next year and the closing of many of the mines in the area, Tonopah again faces a considerable challenge. The business community now is aiming at tourism, convention trade and possible continued government/military involvement to continue growth and prosperity in the area.

It should be noted that Belle Butler, Jim's wife, was the one who actually picked the spot for the Mizpah Mine, richest of all the Tonopah strikes. Part Shoshone Indian, Belle was an accomplished prospector, cook and ranch manager. She taught the Shoshone language to Jim and it is surmised by historian's that his conversations with that native people is what led him to the Tonopah area. Mizpah, by the way, is a Hebrew word meaning "gathering" or "meeting place".



Strike it RICH in Tonopah

Mining Town U.S.A.

Welcome to "Little Water"

Tonopah is a Shoshone word that means, *little water, little springs or water brush*. Take your pick. According to Bill Metscher, curator of the Central Nevada Museum, "It's a difficult word to translate."

It's hard to separate fact and fiction when it comes to the discovery of Tonopah. The popular story claims that Jim Butler was camping out in the area during a thunderstorm and his mule took off on him. Butler picked up a rock to toss at the ornery critter and, instead of throwing it, noted its unusual weight.

It's a nice story but probably not true. Butler was well known to the Shoshone Indians and spoke their language. In all probability Butler knew exactly what he was doing when he camped in the area. It is believed the Shoshones informed him of the mineral deposits that came directly to the ground and he came to see for himself.

He collected samples in May, 1900 and eventually returned to Belmont, Nevada. Butler was broke and couldn't afford the cost to have the ore assayed. Tasker Oddie offered to have the samples assayed and received an interest in the mine in return. The mines made Oddie, a future governor, a rich man.

The town was first named "Butler, Nevada," after the founder, however, Butler objected to the name and suggested "Tonopah," which was how the area was referred to by the Indians.

The original Butler strike can be seen on Florence Avenue just down the street from the fire department. Behind the Best Western Hi Desert Inn Motel parking lot on the north side of the street there is a chain link fence and just inside the fence you'll see what appears to be earth fissures. These are actually the areas where the minerals came directly to the surface and were mined by leasers deep into the ground. Wood framing still exists in the areas and some of the mining fissures go down several hundred feet. To stand at this location and imagine the hard work in climbing down into the fissures to dig up and retrieve the ore is an experience in itself. This surface mining continued until the veins reached so far into the ground that it was necessary to build the large mines.

A trip to the old Tonopah cemetery is a step into the past. You'll see a lot of 1902 and 1911 dates and some family plots that have the same death dates for all the family members. You'll wonder in silence, "what happened here?"

In 1902 there was a pneumonia epidemic that swept through town. Historians refer to it as the "black plague," although it was probably a combination of flu and silicosis, a deadly miners disease that resulted from the breathing of silica dust within the mines. Miners worked without any protection during Tonopah's early years and regularly breathed in the deadly dust. The miners referred to the disease as the "con," short for consumption. As the disease progressed and the pain became unbearable it was not unheard of for the miner to take a drink from the mine's supply of cyanide. The typical life-span of working the mines was about two years. Most miners died in their 20's.

In 1911 the Tonopah-Belmont mine disaster took the lives of 17 miners. Find the grave marker of William F. "Big Bill" Murphy to pay your respects. Big Bill was a hero who saved many lives and sacrificed his own in the disaster. A coroner's inquest failed to determine the cause of a disastrous fire that resulted in the tragedy but did determine that the mine managers exercised irresponsible decisions that helped lead to the death of so many.

The early morning fire spewed smoke from the mine

shaft like a volcano. Murphy, while others refused to enter the mine, hopped the cage and descended to the 1100-foot level where he groped around in the smoke and pulled his fellow workers to the cage. The miners were overcome with smoke and unconscious. Arriving at the surface he unloaded the cage and continued back into the mine. After the second trip he was warned not to go back in. Sick and nearly overcome with smoke inhalation he responded, "I will try one more time."

He went to the cage and descended to the bottom.



ME AND JIM FOUND TONOPAH

Struggling, he pulled more miners to safety and gave the signal to raise the cage. As the cage was ascending it suddenly jerked to a stop. The engineer had to back the cage down and then give it full power. The cage gave another jerk and then came free.

Big Bill Murphy was not on the cage when it arrived at the surface. Overcome with smoke he had passed out and fallen off the cage. His body was mashed between the cage and the shaft and then dropped to the bottom of the shaft.

The Tonopah Army Air Field, (TAAF), was started in 1940 and began operations in 1942. This started a time of prosperity for Tonopah that may very well be unmatched to this day. In 1993, members of the TAAF came from around the country to participate in a 50th reunion hosted by the Central Nevada Historical Society. Nearly 150 members showed up and toured the old airfield and shared their memories with us. Many memories were shared in tears as the members gathered around old crash sites and reflected on their fallen comrades.

One reunion member relayed to us his story about Lucky Strike cigarettes. "They had a advertising slogan called L.S.M.F.T. It stood for 'Lucky Strike Means Finer Tobacco.' However, at the TAAF it meant, 'Lord, Save Me From Tonopah.'"

The pseudo-prayer was not unjustified. The TAAF had a terrible safety record in its early years. Many B-17 crews lost their lives training at the new base.

Military influence in the area has existed on and off ever since. The most recent being the Tonopah Test Range. This highly secret government facility was used, as it later turned out, to house and test the super secret F-117A Stealth Fighter. Another spot to be sure to visit in Tonopah is the Stealth dedication memorial/statue in front of the fire department.

A must see place in Tonopah is the Central Nevada Museum. The community is proud of this museum and when you get there you'll see why. A modern structure, it contains a history of this area from prehistoric to modern

times. A nature walk will take you down the path of desert plants and shrubs and past authentic miner homes of turn-of-the-century Nevada. Mining tools and equipment are on display throughout the grounds.

The Tonopah Historic Mining Park offers tours of original mines. Contact the Central Nevada Museum to see if a tour is available while you're in town. See the original Jim Butler strike up close. A silver vein that the original miners missed. The Mizpah and Silver Top mines and their headframes — all in original condition. See a huge crater that resulted from a below-ground cave in. The tour takes about an hour and there's a bit of a walk involved. You'll leave with a very deep respect for the tough life our mining forefathers had to bear.

The Mizpah Hotel is also a must visit place. The Mizpah is on the National Registry of Historic Buildings and has a beautiful history behind it. The hotel was once home to Wyatt Earp and Jack Dempsey. Incidentally, Virgil Earp was a deputy sheriff in neighboring Esmeralda County. Howard Hughes was married at the Mizpah. We should point out that the Mizpah is reputedly haunted. Many guests and employees claim that a ghost, known as the *Lady in Red*, has made several appearances and is responsible for causing a keno board to play keno games. The Mizpah keno board hasn't been connected to a control panel or electrical source since the late 70s.

Another fun place to visit is the Tonopah Convention Center. Walk through the center and look at the huge photographs on display of Tonopah's past. A special F-117A Stealth display was presented to the town by the U.S. Air Force.

Tonopah's economy tends to swing through "bust and boom" times. Currently things are pretty rough in town. The loss of the 37th Tactical Fighter Wing at the Tonopah Test Range and the downsizing in mining has hit hard. Nonetheless, the town's 3,000-plus citizens can look forward to better times. New mining claims in the area indicate there will soon be a large surge in new mining facilities. There are always rumors that the military may bring in another project.

Townfolk and visitors flock into Tonopah for a four-day bash during Memorial Day Weekend called "Jim Butler Days." Championship mining events, rodeos, car racing, special mineral and mining tours (mine your own turquoise), parades and shows aplenty. We even shut down the main highway on Friday night for a live-music dance! Watch for the Wild West Shoot 'em Ups that occur all over town. The Station House goes all out for Jim Butler Days with dance and talent contests, barbecue contests, an extra band in the patio and lots of events for the kids. We highly recommend you consider coming to Tonopah for this incredible four-day event but make reservations very early. Tonopah is bustin' in the seams with people during this weekend celebration.

Want to know more about Tonopah? The definitive books on the subject are at the museum and available for sale. For a complete history of Tonopah we highly recommend two companion books, "*A History of Tonopah, Nevada*" and "*Tonopah — The Greatest, the Richest, and the Best Mining Camp in the World*." Both books are by Robert D. McCracken and are part of a series of books that cover Nye County towns. The books may be purchased at the museum.

Welcome to Tonopah! Enjoy our western hospitality. We're proud of our town and heritage. Why not stay awhile and see for yourself why we call it *Mining Town U.S.A.*



IT'S A DIRTY JOB...

Riding dirt bikes isn't just our business—we do it for fun. But when it comes to testing new bikes, evaluating the latest riding gear or analyzing trick aftermarket hardware, we get serious. We employ the expertise of hard-core testers like eight-time National enduro champion Dick Burleson, off-road legend Larry Roeseler and world-ranked GP MXer Mike Healey. Add top guest instructors in all facets of dirt competition like Jeremy McGrath, Ty Davis, Guy Cooper, Malcolm Smith, Steve Lamson, Randy Hawkins, Steve Hatch and Scott Summers, and you've got an impressive panel of experts.

Editor Ken Faught has been riding for over 15 years and has competed in more than 650 motocross and off-road events. He's raced everything from GNCCs in Florida, to arenacross in Ohio and desert races in Nevada. Heck, he's even got ISDE experience, plus he's traveled the world over, covering events in Spain, France, Switzerland and the Czech Republic.

Editorial Director Tom Webb's list of racing credits includes multitime AA National enduro rankings, ISDE experience and, most recently, a championship in the 1995 AMA GNCC

series. You know those riding fantasies that most of us have? Tom's fulfilled them.

Feature Editor Karel Kramer hopped on his first bike in 1965, and he's become our walking encyclopedia of technical knowledge about every machine produced since.

Test Editor Donn Maeda has thrown a leg over just about every type of off-road machine as well, from the latest MXers to yesterday's three wheelers, and from slow-speed, balance-oriented trials bikes to 140-mph Harley flat trackers. If it's got a motor and knobby tires, chances are that Maeda's tried it.

That's the serious part of *Dirt Rider*. It's been that way since our first issue in 1982. And we think that's pretty intense.

Perhaps that's why *Dirt Rider* magazine is the world's largest dirt bike publication. Our readers know that for the straight scoop from the guys who really know, *Dirt Rider* delivers.

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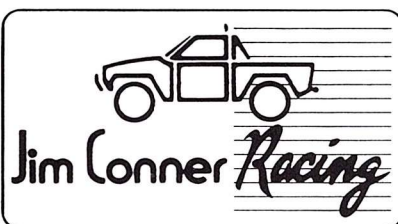


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ABOUT ROD HALL

Rod Hall began his off-road racing career behind the wheel of a World War II vintage Jeep more than a quarter century ago. He went on to earn 11 SCORE/HDRA titles and hundreds of individual wins, including 14 victories in the Baja 1000. In fact, Rod has competed in every Baja 1000 since the inaugural race in 1967 and is the only driver to win Baja overall in a four wheel drive vehicle.

Rod returned to his roots for the 1993 Baja 1000, taking the wheel of the newest military vehicle turned legend - the AM General Hummer. Billed as the most serious 4x4 vehicle in the world, the Hummer gained fame for its performance in transporting troops and supplies during the Gulf War and is now being sold to civilians. Rod says the Hummer and its BF Goodrich Project T/As let him do what he does best - get the most out of the machine.

"To finish first, you must first finish," he says. "There may be faster vehicles, but in off-road racing, speed is secondary to durability. Baja offered the perfect proving ground for the Hummer's toughness, power and reliability."

This go anywhere machine, equipped with BF Goodrich rubber and Rancho shocks came through with flying colors in the January 1996 running of the Granada-Dakar rally, Europe's most famous long distance race. Rod realized a long-held dream when the U. S. Team conquered the Sahara desert route to cross the finish line in Dakar, Senegal.

Rod will continue to run the Baja races that have become his favorites, but will save time to take part in the international rally scene too.

ABOUT CHAD HALL

The son of the legendary off-road racer Rod Hall, Chad Hall got his first taste of the sport when he was just five years old, watching his father race across the rugged Baja terrain. Through the years, Chad's involvement in the sport evolved quickly from spectator to a driving career of his own.

In 1990, Chad ran his first season in VORRA (Valley Off-Road Racing Association) events, held in the deserts of Nevada and Northern California. Following in his fathers footsteps, Chad won the first race he entered. He then went on to win both the class 4 title and the overall points championship with his brother Josh, a performance they repeated in 1991.

In 1992, Chad entered the very competitive Unlimited Class in the combined HDRA/SCORE desert racing series. Running against the best drivers off-road racing had to offer, he finished seventh in the year-end points.

The 1993 season brought still more challenges and a new dimension to his racing career. First, he took on the SODA series and short course style racing, competing in class 4 and Heavy Metal events. Then he joined his father on the Hummer Baja 1000 team. With first and second place finishes, Rod, Chad and their Hummers made the new Full-Stock Class the race to watch in Baja.

In 1994 and 1995, Chad continued racing in the Full-Stock Class in the SCORE series in his Hummer winning the Parker 400, Barstow 250 and the Baja 1000.

In 1996, Chad teamed up with Rod and the US Charities racing team to compete in the 5000 mile Dakar rally. With Rod Hall and Tom Wamberg and Austin Robison driving the lead Hummer, and Chad driving Hummer number two they finished 4th and 5th in class T-4.1, becoming the first Americans driving an American made vehicle to ever finish the 18 year old Dakar rally. Chad and Rod are teaming up for 1996 to win the Las Vegas to Reno race, Baja 500, Baja 1000 and the 1997 Dakar Rally in their new 1996 Turbo Hummer.



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from all of us in
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and also to
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and his Mom & Dad
and Jennifer
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...GET WELL SOON!



DRIVER PROFILES

ROB MacCACHREN

Driver

Date of birth: March 24, 1965
Hometown: Las Vegas, Nevada
Marital Status: Single
Height: 5'11" / Weight: 175

Rob literally grew up with off-road racing, joining his parents Bob and Mercedes, at local races in the southwest desert. In 1973, eight-year old MacCachren wheeled his motorcycle to the Nevada State Championship; his first in a long succession of trophies to grace his mantel. Working after school and on weekends, he saved enough to buy his first off-road buggy ... before he had his first drivers license! By the time he got his license, he had already grabbed a couple of wins in Class 1/2-1600 limited engine buggy.

In 1982, MacCachren shared the trophy space on his mantel between all-star basketball and off-road awards. That year the 17-year old earned his first SNORE points championship, "Driver of the Year", and "Rookie of the Year" honors, shifting his career into high gear.

Never being handed shortcuts, his tutelage in the compact truck classes and subsequent championship titles were hard-earned experiences that brought him to today's relationship with Ford Motor Company and BF Goodrich Tires.

MacCachren earned the class 4 title in SODA in 1995, capturing five of eight victories.

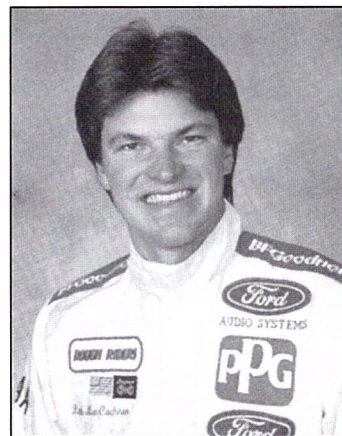
Now behind the wheel as owner/driver of his own team, MacCachren Motorsports, he will be powering a 4-wheel drive Ford in the formidable SODA Series. As usual, he plans to make the dirt fly!

Career History:

1995 SODA Class for Driver Championship

Other Titles: 1995 MTEG Thunder Truck Champion; 1994 SCORE Trophy-Truck Champion; 1993 SCORE Class 8 Drivers Champion; 1992 SCORE Class 8 Drivers Champion; 1990 SCORE/HDRA Class 7S Drivers Champion; 1989 SCORE/HDRA Class 7S Drivers Champion; 1987-1986-1985 SNORE Overall Points Champion; 1982 SNORE Overall Points Championship.

"We call them an Awesome Twosome" ... Best in the Desert.



DANNY ANDERSON

Driver / Co-Driver

Danny started racing off-road buggies in 1991, after 15 years of racing off-road motorcycles.

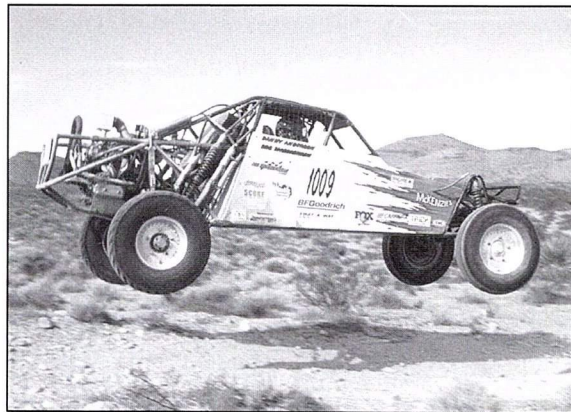
"I was in my office one day, limping around after crashing the 1991 World Championship Hare & Hound, when a friend, Larry job stopped by and asked if I'd be interested in teaming up in a 1600 car. Larry knew all it would take is for me to drive the car and I'd be hooked ... he was right, and the following day we were partners."

Danny raced with Larry until 1994, winning several races and the 1993 1-2 1600 Points Championship in SNORE. He was also voted "Driver of the Year for 1993."

Danny has moved to Class 10, teaming up with Rob MacCachren. The pair dominated the class in 1996, winning three races, two of them overall.

When Danny's not racing, he stays busy as co-owner and manager of Imperial Iron, one of the largest steel fabrication shops in Southern Nevada. Danny enjoys time with his family the most, spending a lot of time at the lake in the summer, four-wheeling at the sand dunes and trailriding.

Danny would like to say thanks to all the people and sponsors that have helped and supported him through the years: His wife and family; Sportsman's Cycle; Dick's Racing; Nevada Off-Road Buggy; Fraley's Performance Engineering; Fortin Transaxles; Stewart Construction; B.F. Goodrich, Fox Racing Shocks; Bunderson Racing; D.I. Texaco; Larry Job; Mike Smig and Jim Bunty.





RIDER PROFILES

MITCH CANEPA

Age: 35

Hometown: Searchlight, Nevada

Club: Searchlight Sand Sharx !!

Bike: 1988 Honda Fourtrax 250R

Hobbies: Hunting; Jetskiing; Racing; Fabricating & Welding; Spending time with the kids; Watching daughter Kasie (11) and son Jesse (9) race desert and motocross.

Sponsors: Searchlight Nugget Casino; Wife jill; Canepa & Co. Welding & Fabrication; T&M Lawn maintenance; Joranimo Concrete.

Memorable races:

1st race 1987 Barstow to Vegas 2nd place Act, Wife and brother had to fit me into the truck I was so worn out.

1988 Barstow to Vegas 2nd in class 17th overall quad.

1989 Barstow to Vegas 2nd in class 6th over all quad.

1989 Yamaha National ATV Hair Scrambles championship 1st sprtm, brother Kevin took 2nd.

1989 brother Kevin beat me in points to take the #1 plate for M.R.A.N.

1990 H.D.R.A. Nevada 500 first pro race teamed with good friend Greg (Bingo) Price. Broke a lower control arm ten miles into the race took 4 hr. waiting for parts and repairs, took 1st place beating second place by 1/2 half hr. (thanks, Bingo).

1990 Night race 1st place quad.

1991 Night race 2nd place quad.

1996 Night race 1st place quad.

1996 Inaugural Vegas to Reno 1st place quad. 1st place quad over all, teamed with my brother Kevin Canepa.



Special thanks to Best in the Desert for putting on such well organized events and for letting the little guys race too. My son Jesse says that B.I.T.D.'s are his favorite races to race on his 60cc. Would like to thank all the people who have chased me all over the desert and pitted for me.

Special thanks to: Riley Doing; Steve Abbot; Kevin Canepa; Todd hunter; Kevin Bunderson; Kasie Canepa; Jesse Canepa; Catherine and Bill Bridges and Greg Price.

My biggest thanks of all goes to my wife Jill Canepa. Without your love and support I'd probably never get anywhere.

TODD HUNTER

Age: 35

Todd started racing at the age of 8.

Starting with Mini's and moving on to big bikes

Now he is racing a 1991 Honda Quad and gradually going into buggies.

He has won over 250 races throughout his racing career.

He has raced in many areas from Baja to Oklahoma.

He resides in Las Vegas and is sponsored by T. & M.

Maintenance and Landscaping.

**Mitch & Todd
are the guys to beat
on the Quads
(both are Raging Animals on any Quad)**





DRIVER PROFILE

MALCOLM VINJE

Driver

Age: 54

Height: 6'2"

Weight 240 lbs.

Occupation: Geotechnical Engineer

Pro Racing Experience: 19 years

Home Town: San Diego, CA

Awards:

SCORE Rookie of the Year - 1981

SCORE Off-Roadsman of the Year - 1981 and 1982

SCORE Class 5 Points Champion - 1981, 1982, 1983, 1984

HDRA Class 5 Points Champion - 1982 and 1984

Bridgestone Tire/Rough Country Shocks Driver Award - 1982, 1983, 1984

SNORE Class 5 Points Champion - 1984

HDRA Overall Points Champoin - 1984

Toyota Milestone Award - 1989

Wins:

Multi wins in the Baja 1000 - 14 wins - 2 First Places.

Baja 500 - 7 times

AMSA Series - 6-hour Endurance - 1st Place

San Felipe - 7 times

Parker 400 - 12 times

Barstow - 3 times - 2 First Place

Fireworks - 5 times

Nevada Races:

Frontier 500 - 6 times - 1st Place 3 times

Laughlin 250 - 3 times - 1st Place twice

Frontier 250 - 3 times

Gold Coast 300 - 3 times

Mint 400 - 4 times - one 1st Place

Gold Coast 400 - 5 times

SNORE Series Midnight Special, 1984 - 1st Place

SNORE 250 1984 - 1st Place

The Inaugural Vegas to Reno 1996 - Best in the Desert

Career History:

Started racing together with wife Michie in 1978 in a Class 5 Baja Bug.

In 1980 Michie joined an all-women's team, Shady Lady Racing Tag Team. The girls won the Mint 400 in 1982 against 70 male entries and finished second in points in SCORE Class 1/2-1600 in 1982. I won the Mint that year also, and went on to win Class 5 Points Championship in SCORE.

Michie and I drove together in early Frontier 500 Races, put on by HDRA/Walt Lott, where we won in 1982, 1984, 1985 and again in 1996 with a first overall truck and 4th overall in 4-wheel vehicles.

It has always been a family sport for us. We were involved as officers in Los Campeones, a pit support team, and I have spent 15 years as Class Representative for the class I raced. Marla, our daughter, rode many times - as have neighbors and friends throughout the years.

Throughout most of my years of racing Mark Hansen was my co-driver. The last couple years Jim Gilchrist has been the lead co-rider and mechanic, only yielding his seat to Michie in some of her favorite races (last of which was Casey Folks, Best in the Desert, Las Vegas to Reno in 1996.) This year Jim will share the driving with me and will ride when not behind the wheel. Mark Hansen will still help on the car this year and Mark's mother and father, Connie and Leroy Hansen will still remain our number one pit support as they put on thousands of miles each year supporting us and being in every tough out-of-the-way place in the desert ...on time, and with the right parts.

Our main sponsor is Hydrotex Oil out of Texas. We also have full tire and pit support for all of our races from B.F. Goodrich Tires and limited support from Ford Motor Sports. We also have invaluable support from others such as National Spring, K&N Oil Filters, Hawthorne Catapillar and Hella Lights.



MALCOLM & MICHIE VINJE



"Good Luck Racers"



MICHAEL FRAZIER
Vice President
702/432-2902

2520 McLaurine Avenue
Las Vegas, Nevada 89121
Fax: 702/432-2905

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**Best in the Desert
Wishes All The
Honda Teams
Good Luck
for the
Tonopah "300" Race**



Scott Wright
Raceteam Coordinator

IMS Racing, Inc. 6240 Box Springs Blvd. Unit E, Riverside CA 92507
909/653-7720 Fax 909/653-1060 E-Mail: imsinfo@deltanet.com





TEAM PROFILE

TEAM KELLOGG

Yakima, Washington



Team Kellogg has been racing in the Northwest in Jeeps, Buggies and now in Mini-Pickups for the last 20 years. Our team has had many successful races, both racing together and individually.

My co-driver, Ken Sanislo and myself have enjoyed many 1st, 2nd and 3rd place finishes, along with a couple of class championships in several classes, in CODRA, BORE, VORRA, etc.

Our most recent wins with our Ford Ranger (which our team built from the ground up) were the JACK-POT 200 and the RENO 400.

Last year we ventured south to run the Las Vegas to Reno race and were doing well when our motor failed 118 miles into the race. But we are coming back this year to compete and complete all three Best in the Desert series. "Beware coass, we're back!"

I need to thank our sponsors: The Pit Stop in Naches, WA (Sam Bissell); U.T.E.C., Yakima, WA (Mark Davis); Woods Truck Assoc. (Dave Wood); Valley Communications (Jim Pies); Mark Shewmaker, Co-driver and his wife Jackie Shewmaker, Ken Sanislo Co-driver, Sam Bissell Co-rider and their wives, Nancy and Camille. Most of all, I would like to give special thanks to my wife Kay Kellogg for her undying and much needed support.



TEAM PROFILES

RICHARD WILK & MIKE LONGTINE



As a team, these two guys are truly a "Dynamic Duo!"

They are opposites and yet they have formed a close relationship based on a common goal, racing. Mike is an "Animal" ...both on and off the bike. His wild nature houses an intense desire to win the "97" Best in the Desert Silver State Series.

Dick, on the other hand, seems to be more calm ...at least on the outside. His nature is smooth and calculating and his riding style reflects that. Neither of them is a stranger to racing. Between them they have almost 40 years of racing experience. They have ridden together (3) time before, the first being the "94" Tonopah 300, and in the "95" Tonopah 300 where they almost pulled off a stunning upset of the Daryl Folks over-30 Pro Team. Their last adventure was in the Inaugural Vegas to Reno in "96" in which they had bike trouble while leading.

This year they have vowed to put their troubles behind them and pull out all the stops to do whatever it takes to win this series. In the years previous, they have ridden an older bike, but this year they will be on a brand new '97 KTM 360EXC that has been "specially" prepared by the world renown "Dick's Racing."

What this all means is "trouble" for the competitors in the 0-30 Class. This should be a very exciting year of racing in this class and one thing for sure... these two guys can't wait for it to start.

Their words for you other racers is simple... "Go Hard, or Go Home!"

Backgrounds:

Mike Longtine (nicknames: "Wild Man" & "Long Tine")

Age: 35 - racing since 1978 - Back-to-back #1 Plates '92 & '93 in 0-30 Expert Class.

Born in Boulder City, NV, - married 12 years, four children, ages newborn, 9, 11, & 16 ...his biggest fans!

Occupation: Masonry Foreman. Hobby: Fishing.

Richard "Dick" Wilk

Age: 32 - racing since 1979.

Born in Boulder City, NV, - Open Pro #1 Plate - Nevada Moto X "86." - 3 times Best in the Desert #1 Open Expert Plate, 2 time MRAN #1 Plate holder.

Two boys, ages 4 and 7.

Occupation: Owner/Operator of "Dick's Racing" - hobbies: Music, drumming.

Sponsors: Dick's Racing; Michaels Masonry; Mikuni; Pro-Sport & Sportsman Cycle.

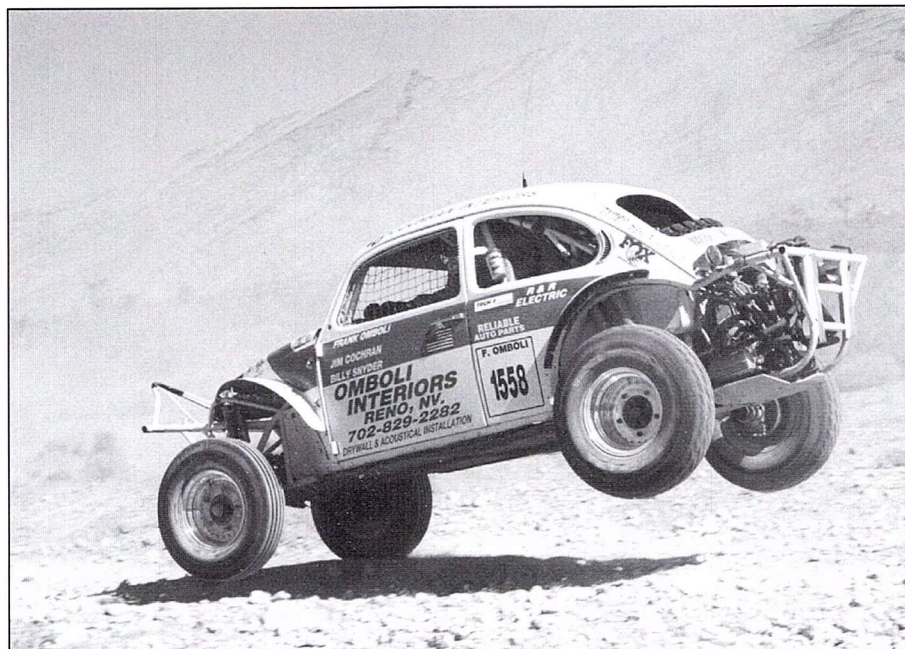
Racing Goal: To Win the 0-30 Pro #1 Plate for the B.I.T.D. for 1997.



TEAM PROFILE

OMBOLI RACING

California



Frank Omboli - Driver

Age: 33, resident of Mira Loma, CA. He has over twelve years of desert racing experience and is the primary driver for the 1997 season. He has driven his class 550 VW Baja professionally for four years. The building of race motors and routine race preparations are headed up by Frank. He is an active member of FAIR/ First Association of Independent Racers and SCORE International Off-Road Racing.

Jim Cochran - Driver

Age: 54, resident of Arcadia, CA. He has three years of professional desert racing experience. He is co-owner of Cochran Interiors, Inc., a major sponsor of this team. Jim is a current member of FAIR and SCORE International Off-Road Racing. He played a key roll in leading this team to win the 1995 LaRana Championship.

Bill "the ironman" Snyder - Co-Driver

Age: 32, resident of Riverside, CA. Billy earned his name "Ironman" after co-driving for 28 consecutive laps! He is an important player in overseeing the preparation of the car; including all fabrication and welding. He is enthusiastic and really lives up to his nickname on the race course! He is an active member of SCORE International Off-Road Racing.

Joe Jensen - Co-Driver

Age: 35, resident of Riverside, CA. He has over 15 years of desert racing experience. Joe represents the team as a co-driver on an as needed basis. His responsibilities include all pre-race preparations and maintaining the race car. He is a dedicated team member and is extremely eager to win again in 1997.



TEAM PROFILES

PEARSON BROTHERS RACING



RUSS



NICK

Nick and Russ Pearson

Born in the hills of Pioche, Nevada, also known as Walton Mountain (by Casey Folks), they were raised on a 620-acre ranch. When Nick was six years old, he started out on his first off-road vehicle. It was a Honda 3-wheeler. Russ was 4 years old when he got his first Suzuki 50 under the Christmas tree. They rode with their dad almost every weekend.

Nick and Russ started racing motocross and desert soon after. As they moved up in ranks they rose to the top of their class, both getting number 1#'s in the 60cc and 80cc division. Soon the brothers moved up to big bikes. They rode many tyopes of events, including the Nevada Rally, National Enduro's, National Hare and Hounds, and the Best in the Desert Events. They are planning on hitting some ISDE Qualifiers and hopefully going to Six Days in '97 or '98.

The two redheaded brothers teamed up in the 1994 Tonopah 300 and won the 250 Expert Class. Nick and Russ are going to be teaming up in all of the Best in the Desert Team Races in '97. They are looking forward to the '97 racing season.

*Look out for these redheads
...they're a tough team
to watch!*

-Betty



RIDER PROFILE

JIMMY LEWIS

Cycle World Magazine



Jimmy Lewis

Age: 28

Occupation: Off-Road Editor for Cycle World magazine

Racing summary:

4th Overall, 1st single cylinder 1997 DAKAR RALLY, Africa

1st Overall 1996 INCAS RALLY, Peru

4 times ISDE Gold Medal

1991 ISDE Junior World Champion Team member

4 times AMA National Hare & Hound Class Champion

8 times District 37 #1 Plates, Desert and Enduro

Only rider to ever OVERALL a BITD event on a 125cc motorcycle, Laughlin HS, 1990

"Fastest Slow Bike Rider in the World"

For Tonopah, I will be riding a KTM 640 Rallye, a bike identical to the one I raced in DAKAR. It carries 12 gallons of gas, has a GPS computer and mapbook and has a top speed of over 100 mph. I will only have to stop once during the race for fuel.

Hobbies: Snowboarding; Mountain Boarding; Scateboarding; Surfing; XR 80 Racing; BMX.

I am being supported for this race by:

Vosburg Companies

KTM

Cycle World Magazine

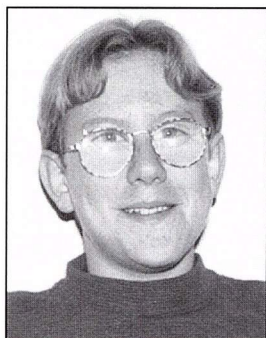


DRIVER PROFILE

ERIC CLAY

Clay Motorsports / Truck Werks Racing

(Our youngest driver)



Open MiniTruck - Sportsman Division / Ford Ranger

At 16 years old, Eric is probably this years youngest listed driver of record in this event. He lives in St. George Utah and attends Snow Canyon High School. Since the age of 5, Eric has attended Professional Off-Roading events. Beginning with the 1985 Frontier 250, where the family entry won the class 6A awards.

Eric is active in both church and civic activities. He will be receiving his Eagle Scout award this year and is studying and doing volunteer work in sports medicine and physical therapy. Last year Eric lettered in his schools wrestling team. He enjoys snow skiing and is employed by STAR NURSERY.

For most of Eric's life he has participated in motor sports, beginning in the pee wee motorcycle and 3-wheel ATV classes. He co- drove in the winning Stock Mini truck at the 1994 Gold Coast 300 and competed in the 1995 Baja 1000 Tiajuana to LaPaz Race.

"I will compete in the SPORTSMAN DIVISION throughout the 1997 BEST IN THE DESERT - SILVER STATE SERIES while I gain additional driver experience and we decide which direction we plan for my career in motor sports."

The TRUCK WERKS RACING TEAM wants to welcome back : GOODYEAR RUBBER Co., AMERICAN RACING Equip., LOCK RIGHT, SUPERWINCH, and RCI Safety Equipment to our team this year and are proud to include our newest sponsors : Creation sliding windows, Auto Ventshades, Finders Keyers, and Flexo by Techflex Inc.



DRIVER PROFILES

STEVE BLAKELY / GARY JONES / RON LAWSON



STEVE BLAKELY

— Steve Blakely —

Age: 33

Wife, Coach and Support: Robin Bellis

Mechanic/Crew Chief: Glan Blakely

Accomplishments:

1988 250cc Overall Class Champion, Dade City Raceway (Dade City, Florida)

1989 2nd Place Open Money Class, Dade City Raceway

- Competed in many desert races since moving to California in 1992.

Hobbies: M/C Riding, Skin Diving, Skiing

Occupation: Research & Development Manager for Energy Suspension

Sponsors:

SRG Racing Promotions

Noleen Racing

Alligator Shop

Energy Suspension

Castrol Lubricants

— Gary Jones —

If you met Gary Jones in the pits and didn't recognize him, you would never guess who he is. He wouldn't give you clue that he is one of the world's most successful motorcycle racers. You would see his cheerful smile and his truly humble personality, and you would never guess that he has won four consecutive AMA 250 National Motocross championships. You would never finger him as a man who has accomplished more in outdoor motocross than any rider before or since, who has spent his life racing supercrosses, desert races and even events like the Motocross des Nations.

But you would still be impressed by the man. Gary has a rare charisma that draws you in; his endlessly upbeat attitude affects everyone around him. Gary still loves motorcycles and racing as much as he did when he was a kid, which is why you can spot him racing locally on any given weekend, or perhaps riding in the hills with his wife Rene and his three kids. Gary will be riding the Silver State series for kicks and giggles, which is what always motivated him. Last year, he rode the Vegas To Reno race virtually incognito. That event, incidentally was one of the many races he won in the past--back when I was called the Frontier 500.

— Ron Lawson —

Dirt Bike Magazine gets dozens of letters each month accusing Ron Lawson of being the luckiest man alive. Just because he works for a magazine, he gets to ride the fastest bikes in the best races in the coolest places. They accuse him of being wildly overpaid and over-rated. They point out that if he didn't shamelessly pull strings and use his position, he would have been on the U. S. ISDE team five times, raced the Incas Rally, the Nevada Rally, Vegas to Reno, the Mauna Kea enduro in Hawaii, or ridden in places like Chilli, Costa Rica, Brazil and Beaumont. They say, sure he's won his class in the Laughlin U. Hare Scramble five years in a row, but always with the fastest bike and limitless support. And he certainly wouldn't rate team up with riders like Gary Jones.

His response is always the same: "And your point...?"



LAST YEARS WINNERS

KTM TEAMS TAKE CLASS WIN AT VEGAS-RENO

Best in the Desert Racing Association billed their Vegas to Reno off-road race as "The Longest Off-Road Race in the United States," and few would dispute that claim. With 531 miles of Nevada desert between the start and finish line, racers had plenty of time to appreciate BITD's most ambitious race ever; and KTM riders took their share of the starting spots and the glory. Out of more than 250 starting teams, 53 of them were mounted on KTM sportmotorcycles.

Not just another American desert race, the Vegas to Reno attracted considerable international interest, and we were proud to host a team of World Champion racers for the event. KTM's flagship team was the duo of Heinz Kinigadner (250cc World Champion 1984, 1985) and Danny LaPorte (250cc World Champion, 1982). They would be riding a basically stock 620E/XC in the Four Stroke Professional class, and hoped to score the overall win. Also racing under the KTM factory banner were Jim Gray and Robert Laughlin, riding a 360 M/XC in the Open Pro class; Destry Abbott and Nick Pearson, riding a 250 E/XC in the 250 Pro class; and Scot Harden and Jack Johnson, riding a 300 M/XC in the Over-30 Pro class.

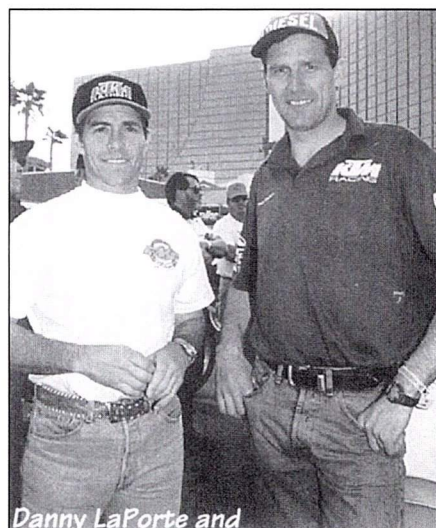
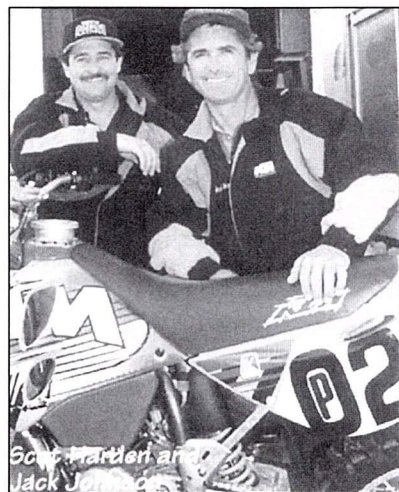
The 5:15 AM start time guaranteed plenty of darkness on the way to the line, but when dawn broke two riders every 15 seconds set out on the long trail to Reno and a cold drink. The team of Gray and Laughlin were the first KTM riders out, starting in the fifth row, followed 45 seconds later by the Abbott/Pearson team. Kinigadner and LaPorte started with the Four Stroke class, three minutes and 30 seconds behind the first bike, and Harden/Johnson took off a minute and a half later. Their mission was to stay ahead of, and try to beat the 250 teams of

motorcycles, 30 teams of quads, and 58 car entries in this first year of the event. A blow-by blow breakdown of the event isn't necessary—you can read about it in all the major magazines—but with all our teams there was one major objective: hold it wide open, and hold on! They did a great job, too! Unfortunately, one of the competitors in the event was the near superhuman Ty Davis, riding a Kawasaki KX500 teamed with Paul Krause,

and to be honest everyone would have been happy just to keep him in sight, but it never happened. Kawasaki took the overall with an average speed in excess of 60 mph (!), but our team of Gray and Laughlin chased them in just 13 minutes later, taking fourth overall and fourth in the Open Pro class. Sixth overall and first Four Stroke Pro by a huge 35 minute margin was LaPorte and Kinigadner, riding the stock 620 they borrowed from our El Cajon office. The Abbott/Pearson team was tenth overall and third in the 250 Pro class, and the "old man" team of Harden and Johnson finished a few seconds behind them, eleventh overall and first in the Over-30 Pro class by a 19-minute margin over second place. The best part of the day was the fact that none of our team entries required any service other than fuel along the way, with just one stop to change worn rear tires and clogged air filters halfway through the event. 531 miles, wide open, with out a blink. That's the way we like to build them!

Other KTM entries stand out: In ninth overall, the team of Bryan Folks and Daryl Folks rode a 300 to finish sixth in the Open class, on the Sportsman Cycles team. Topping the Open Expert class was the team of Jeff Fegert, Jason Robinson, and Marc McManus, all from Nevada, riding a 440 KTM. And, the top Ironman competitor (solo rider) was Rick Bozarth of Troutdale, Oregon, who not only hauled buns to get to the finish 18th overall, he also whipped his 250 E/XC hard enough to arrive first in the 250cc Expert class, beating the second place KTM team of Russell Pearson and Bryan Bruning by more than 15 minutes!

It was a wild day, a tough ride, and a wicked chase by our gas crews, but that evening we all kicked back in Reno taking in a job well done: four class wins, seven KTM teams in the top 21, and no mechanical problems or injuries. A job well done by all, and a race we'll be looking to win overall next year.



Danny LaPorte and



DRIVER PROFILES

CHUCK ELMS / PATRICK TAYLOR

— CHUCK ELMS —



CHUCK ELMS

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Hearst High Performance Fastners
Muffler Palace, South Lake Tahoe, CA.

Chuck is a competitor on the race course but he is equally competitive in business. Chuck is the assistant controller of Coors Distributing Company of Fort Worth, Texas. His dreams of racing began when he received a Honda 50 minibike for his fourth birthday. He has remained true to his dream and has chosen to begin his racing career in the desert. His immediate plans for the future include racing class 8 desert trucks, international rallies and/or NASCAR. Chuck's business savvy and confident personality is an asset not only to himself but to the sponsors and individuals in which he represents. In addition to thoroughly understanding the business side of the sport, he also knows what it takes to win. "You must first finish before you can finish first," is one of his favorite sayings.

Chuck is originally from Shawnee, Oklahoma. He and his cousin, David Elms own a company in Edmond, Oklahoma called EMR Motorsports. EMR is nearly finished with a new class 3 Jeep that will compete in *SCORE INTERNATIONAL* events toward the end of this season. "Seat time is essential when trying to become confident and comfortable with one of these trucks. Situational awareness is essential and the race must be managed intelligently." Chuck has a business/finance degree from Oklahoma. He is 33, single and lives at Eagle Mountain Lake, just northwest of Ft. Worth. He is an avid pilot and snow skier. His thirst for knowledge is satisfied by regularly attending classes at a local college.

— PATRICK TAYLOR —

Patrick Taylor, a Mortgage Banker and entrepreneur, views off-road racing as more than a sport. Owner of Team Tahoe Racing, he has turned his racing team into an advertising and marketing opportunity for other companies.

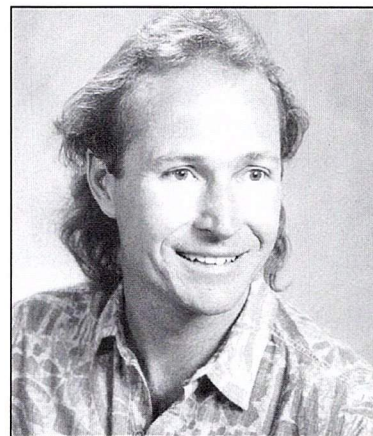
Taylor began his racing career in 1987 where he finished 17th out of 76 entrants in the mini- Mint 400 Challenge in Las Vegas, NV. Since then, Taylor has raced on many different types of courses, including the prestigious Baja 1000 from Tijuana to LaPaz Mexico.

In 1986 Taylor joined SCORE International as a start-finish line official. Through this organization, Taylor found a new opportunity for corporations to promote their products and services to a growing number of off-road racing enthusiasts. 8 events each year draw millions of viewers; Patrick is single and has no kids, is 35 years old and is an avid snow and water skier. He lives in Lake Tahoe, NV. with his two dogs.

In 1994 Patrick finished 10th overall in points for class 7s with five top ten finishes in five starts. 1995 was a very successful year for Team Tahoe Racing with a second place finish at the "RENO 400" in August and then a 1st place at the "BAJA 1000" in November to finish off the season.

1996 was another great year for him with a 4th place at "Vegas to Reno" in March, a second and a third in the WGAS Summer Fair Series, Racing two different trucks at each Fair, and a 10th at the SODA Winter Series.

Of course, Team Tahoe Racing also plans to win! Patrick Taylor's ingenuity has attracted some of the best co-drivers and mechanics in the industry.





COMMUNICATIONS & FIRST-AID

Communications

The Best in the Desert Communications? The hardest most forgotten part of any off-road event until someone has an emergency or wants something from somewhere else on the race course. Many people don't realize the difficulty of having good communications. It's not easy!! With race courses that are sometimes spread out over 500 miles, the logistics of getting race information where it's needed, and when it's needed ... as well as the information being correct can only be done by people that care. In most Best of the Desert events all communications are handled by amateur radio operators. Casey Folks recognized early in his promoting career the need for solid, good communications and amateur radio has been a part of Best in the Desert ever since we began. Many of the amateur radio volunteers supporting the Best in the Desert are not racers, but have a "can do attitude" and enjoy the challenge of the Nevada desert and demonstrating the capabilities of amateur radio. Without the ham radio operators and other volunteers supporting the sport and Best in the Desert, there would be no Best in the Desert. My deepest thanks and appreciation to all of them... they make an almost impossible task appear fun and easy.

Thanks to all and have fun!

Keith Purnal
KC7HT
Best in the Desert
Communications Coordinator.

**BEST IN THE
DESERT
RACING ASSOCIATION**

BEST IN THE DESERT RACING ASSOCIATION

Medical – First-Aid

Welcome participants and fans! In effort to provide the best and safest off-road events in the United States, Best in the Desert has assembled the best first-aid teams. These teams are comprised of emergency medical technicians and first responders. Crews will be stationed at different locations along the race course. Next to the communications station, first-aid teams are comprised of area volunteers that are familiar with the terrain near their post. These people are wonderful, licensed, medical teams that have volunteered their time graciously for the fun and safety of our sport.

Race safe and have fun!

Jessy Rowe
NREMT-I
Best in the Desert
First-Aid Coordinator

Special Thanks to Eastern Nevada Repeater Association Joe Christensen WB7WTS

Baja Amateur Radio Racing Association

The Best In The Desert Racing Association has invited the Baja Amateur Radio Racing Association (BARRA) to provide long distance radio communications for the Silver State Series. Formed in the early days of Baja racing, BARRA is the successor to a group of amateurs who began communications for Baja off-road races in 1968. As a result, hams have continuously provided racer health and welfare radio services in Baja for 29 years. The original group provided communications for the National Off-Road Racing Association (NORRA), the promoter of the Baja 500 and the Mexican 1000 races from 1968 to 1973. In 1974 the expanding group named itself BARRA, and continued to provide health and welfare radio services for the off-road races of SCORE. Some members of the original 1968 group are still active in BARRA today. The Baja health and welfare services consisted of transmitting a racer's vehicle number and arrival time at a checkpoint to the

BARRA net control. The information entered into BARRA's tracking system showed a racer's progress on the course, and was available to all race teams and the general public. BARRA also assisted in medical emergency communications within Baja, and to stateside medical facilities. For the Best In The Desert Silver State Series, racer progress information will be available at all Gas Stops of an event. BARRA has already established participation in Nevada races, by providing health and welfare radio services for the Frontier 500 races of the 1980's. BARRA looks forward to continuing this tradition with the Best In The Desert Racing Association.

Bob Ward
WB6WTE
Baja Amateur Racing Association
Vice-President



TELEVISION COVERAGE FOR THE 1997 SILVER STATE SERIES



Welcome to the Tonopah 300! The first in the 1997 Silver State Series, the Tonopah 300 will be covered by DGP Productions for national broadcast. We've developed a unique and exciting selection of television spots to enhance and promote you and your sponsors. So that everyone can participate in this television event, we've designed our services to fit any budget, with prices starting at only \$200.

FEATURES

This service consists of one-on-one interviews, special footage such as race-day action and tailored narration. Available in 90, 60 and 30 second segments.



ON-SCREEN GRAPHICS

On-screen graphics such as Scoreboards and Race Locator Maps put your company, products or services at the center of attention.



SPONSOR SPOTLIGHT

This unique service guarantees you at least 3 seconds on-screen, including narration and graphic identifier. This service is limited to one per vehicle.

YOUR PROMO HERE...

Provide your professionally-produced video footage to be included in the Tonopah 300 production. Minimum 5 seconds.

ON-BOARD CAMERAS

Cameras mounted in or on your vehicle provide some of the most exciting footage during any race. The cost of this service includes the camera. Available in 30, 15 and 7.5 second segments.



B.Y.O.C. (Bring Your Own Camera)

If you have your own on-board camera please contact us regarding placement and mounting. Available in 30, 15 and 7.5 second segments.

VIDEO SPONSORSHIP

This service guarantees your company's banners, pit areas, signs or products will appear in the Tonopah 300 production. An audio-only version is also available.

WHAT'S YOUR LINE?

This service provides the corporate sponsors with an on-location interview at the Tonopah 300. Available in 60, 30 and 15 second segments.

PROMOTIONAL PACKAGES STRETCH YOUR SPONSOR DOLLARS

Below, we've combined selections to give you and your sponsor the best possible promotional coverage.

THE WINNER'S CIRCLE



One 60 second feature.
One 30 second on-board camera.
One Sponsor Spotlight.

THE SPORTSMAN'S EDGE



One 15 second feature.
One 7.5 second on-board camera.
One Sponsor Spotlight.



THE CHAMPION

One 30 second feature.
One 15 second on-board camera.
One Sponsor Spotlight.

THE PIT PROMO



One 60 second What's Your Line.
One Video Sponsorship.

Get in on the action!



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a video production company



RIDER PROFILES

MATT BURROUGHS

Rider

Age: 28 / **Occupation:** Accountant

Education: Bachelors of Arts Degree - Accounting

Bike: 1997 Yamaha YZ 250cc

Career Highlights:

1996 - Earned the #4 Plate in District 37 250cc division

1994 - Earned the #14 Plate in District 37 250cc division

1993 - Earned the #6 Plate in District 37 125cc division

1981 - Check Chase - 1st Place 125cc beginner

Sponsors:

| | |
|------------------|------------------|
| Clark Tanks | Pirelli Tires |
| Bell Helmets | Works Connection |
| O'neal | Wiseco |
| Excel Rims | Boyesen |
| Afam Sprockets | N-Style |
| RK Racing Chains | Twin Air |
| FMF Racing | Anaheim Yamaha |
| White Bros. | |



GEORGE FOLLIS

Sandy, Utah

Birthdate: May 26, 1970 / **Height:** 6'2" / **Weight:** 90 lbs.

Hobbies & Interests: Motorcycles, mountain Biking, Snow and Water Skiing, Jet Skiing, Arm Wrestling, Camping, Hiking and Spending time with my family.

Education: High School Graduate, Management Training Courses

Employment: Arrow America Video (6 years), Commercial Duplication Manager

Family: Married. My wife Barbie and I have 4 children. Skyler is our oldest, a four-year old boy who loves to ride his 4-wheeler and go for rides on dad's motorcycle. Brena is an active two-year old who likes to play house, play with her dolls and go for rides on Skyler's and mom's 4-wheeler. Then we have 15 month old twin girls, who keep us entertained and busy most of the day. When the twins were born, we had 4 children under the age of 3. It has been a fun challenge that Barbie and I enjoy very much. The entire family have been to a few races to see daddy ride.

Special Recognition:

1st Place 250 Amateur USRA, 1996 Buzzards Grand Prix

1st Place Overall Amateur, 1996 Buzzards Grand Prix

1st Place 1996 Western State Arm Wrestling Championships, 198 lbs., Right hand

2nd Place 1996 Western State Arm Wrestling Championships, 185 lbs., Left hand

Racing Profile: Goal: To establish myself along with my sponsors as a leader in the Expert Class for the USRA Hare n' Hound, the Best in the Desert and the National Hare and Hound Series. I am looking forward to giving the leaders in the Expert Class some new competition.

Current Sponsors: ATK America; Davis Cycle; The Follis Family / **Current Equipment:** 1995 ATK 250 LQ

Riding Background: I have been riding motorcycles since I was 5 years old, and grew up in a rural Northern Utah town which all I did is ride motorcycles. I dabbled in Moto-Cross between the ages of 17-19. I would always finish respectable, but I always knew that my strength would be in the desert because that is the kind of terrain that I grew up riding on. I was married at the age of 20 and stopped racing until mid-season this year.

1996 Race Results: May 25 - USRA Hare N' Hound - Delta, UT - 3rd 250 Nov.; Sept. 14 - USRA Hare N' Hound - Delta, UT - 3rd 250 Am.; Sept. 28 - USRA Hare N' Hound - Price, UT - DNF.; Oct. 12 - USRA Hare N' Hound - Wendover, UT - 4th 250 Am.; Nov. 2 - USRA Hare N' Hound - Delta, UT - 1st 250 Am. (1st Overall Am.)



SPECIAL PROFILE

DARYL FOLKS

Sportsman Cycle / Boulder Highway / Las Vegas

Age: 36 / Single / Resides in Boulder City, Nevada

Daryl is the oldest son of Casey Folks. He operates the family business, along with his brother Bryan. Both are avid and dedicated off-road racers. Having been exposed to motorcycles at age three when his dad opened and started Sportsman Cycle, located on Boulder Highway in Las Vegas.

Daryl is a five time #1 Plate holder in Motorcycle Racing Association of Nevada – MRAN.

Racing Achievements include:

One time Best in the Desert Class Champion – 0-30 Pro; 3 times Baja Class Winner; 2 times Baja 1000 Second Overall. One time Score 250 Overall Champion / 1993 Nevada Rally Open Pro Class Champion and 4th Overall. The Rally was the first ever in the United States, and riders from all over the world were entered. Casey Folks was the Rally Director, and it was sponsored by Franco Acerbis, one time Nevada 500 Overall Winner; 2 time Class Winner Frontier 500; plus nine overall Desert Wins.



Daryl is also the Director of the Danny Hamel Memorial Fund. He was best friends with Danny, so this is very dear to his heart.

Daryl has also met and dates a lovely and sweet young lady, Sherri Brown. She seems to put a sparkle in Daryl's eyes!

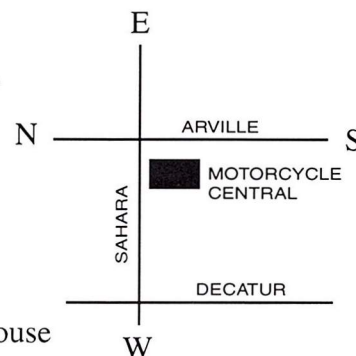
Daryl is a graduate of UNLV, and has said it was one of the hardest obstacles in his life, as he hated school! But he graduated in 1990 with a BS in Business Management. He says he feels very fortunate to have something from his childhood carry over into adulthood. The love of his life.





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RIDER PROFILE

JASON BELISLE

Phoenix, AZ

NAME: Jason Belisle / AGE: 23

HOMETOWN: Phoenix, Arizona

FAMILY: Kelly (Spouse), Ashley (5), Jason Daniel (2 months)

BIKE: KX 250

SPONSORS: FMF Dirt & Street Unltd., White Bros, A-Loop, J.T.

OCCUPATION: temporary Health Care Staffing/ Student



During my childhood I observed that my parents socialized with many people, but always included their immediate families. Gatherings were never complete without the participation of parents and grandparents, aunts and uncles, nieces and nephews, and close family friends.

As I grew the gatherings continued and at 3 to 4 years of age I was introduced to a new group of friends, and off-road riding. These new friends (the Abbotts, Freedmans Schillings, and Beggs amongst others) came into my life as a result of my dad's involvement with off-road riding, and his love of racing. I am happy to think that most of these people are still close friends, and have become part of my extended family.

As I recall, my first real rides were probably atop the gas tank of my dad's 390 Husky, in 1979. In February of 1980 I received a Suzuki JR - 50 for my 6th birthday, and for the next four years spent most weekends and other free times in the desert surrounding North Phoenix learning to ride with my dad. These weekend excursions also included my Mother (Duffy) and younger sister (Kate), who usually spent the time riding ATC's.

My first competition came in 1985 when I was 10 years old. I'll never forget how intimidating it was lining up in the fog with 100 other mini riders for the start of the **ADRA Gila Bend Grand Prix**. Although not very successful (DNF), I was hooked and my career had begun.

Since 1985, with the exception of 2 years, I have raced primarily in the desert. During 1989 and 1990 I focused on motocross, winning beginner titles at the **Western States Motocross Championships** and **G.F.I. Winter Series**. In the desert since 1990, I have raced with **A.D.R.A., Whiplash Arizona, and Best In The Desert**. Racing in Arizona with A.D.R.A. and **Whiplash** has resulted in a number of wins at the novice, amateur, and expert levels. I have also consistently finished in the top five season points at Arizona events.

As you might expect, participation with **Best In The Desert** has proved a bit more challenging. Although I have not won in Nevada, I have had a number of top 5 finishes including: a 10th overall, 3rd Amateur 250 at Ely in 1993, 3rd Amateur 250 at the Goldstrike in 1993, 2nd Expert 250 at Tonopah in 1994, and 3rd 250 Expert at the Goldstrike in 1995. In 1995 I started and finished all of the **Best In The Desert** events.

1996 proved to be a disastrous year for me. After winning a local early January grand prix, we had a major trailer fire returning from another event. The balance of 1996 was spent rebuilding and reassembling the equipment necessary to race in 1997.

As with most racers I have had to overcome some adversity. Besides the usual injuries, breakdowns, and lack of money, I live with a chronic health disorder known as **Tourettes Syndrome**.

Tourettes is a neurological disorder that results from a chemical imbalance in the brain. In people afflicted with this syndrome the brain over produces the chemical dopamine, resulting in a variety of unusual symptoms. In my case, the symptoms are both muscle and vocal tics, i.e. involuntary movements and noises. To those of you who have raced with **Best In The Desert** for any time, you probably know me as the guy with jerky head movement and funny noises. **Tourettes** is a manageable illness, but one that presents many challenges. Although there is no cure for the syndrome, advancements in the treatment of **Tourettes** are being made regularly.

During 1997 I hope to focus on the **Best In The Desert** team events, along with my teammates Chris Freedman and Dave Edwards. We will be riding a 1996 KX 250 and will compete in the 250 Expert Class.

In conclusion, I would like to thank those who make it possible for me to participate in the sport I love. Of course, my family heads this list. My dad introduced me to the sport at an early age, and without his support, financially and otherwise, participation would be impossible. Thanks also need to be given to my mother and sister for the time commitments they have made on my behalf. **F.M.F., White Bros, A-Loop, Krause Racing, J.T.**, and my local shop, **Dirt & Street Unlimited** have also been of great support.



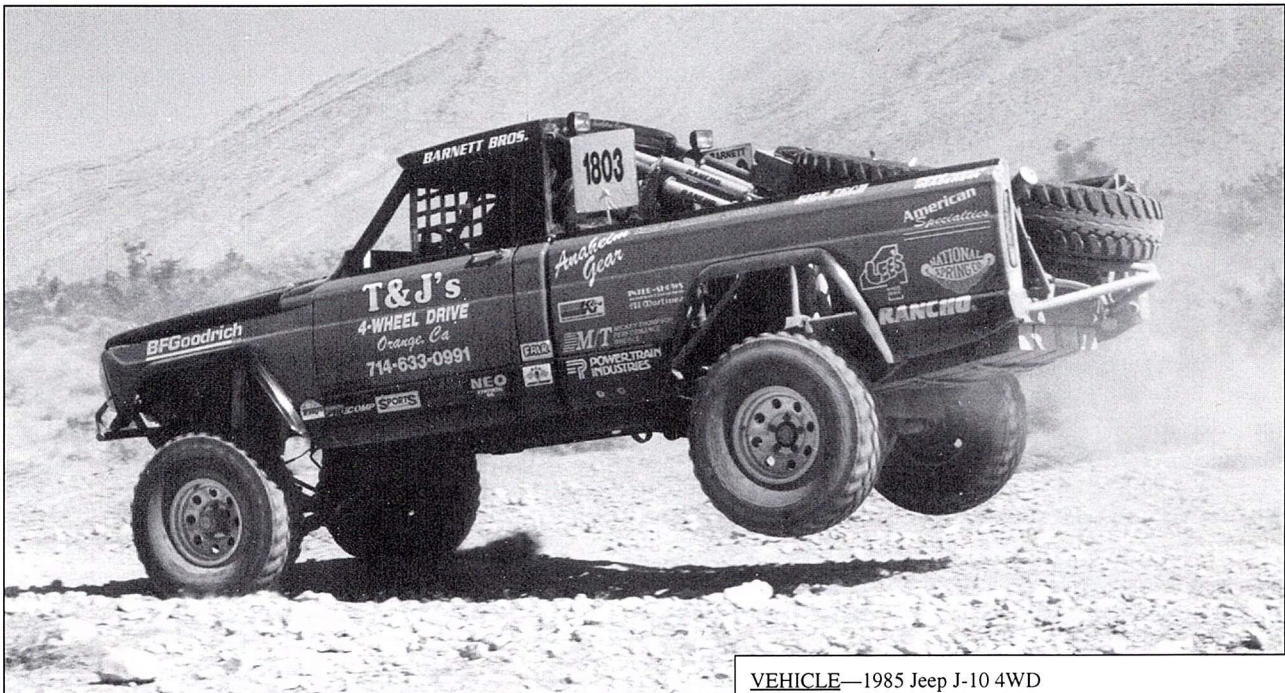
PROFILE

BARNETT BROTHERS / T & J'S OFF ROAD RACING

The BARNETT BROTHERS in conjunction with T & J's FOUR WHEEL DRIVE CENTER, believe that each and every sponsor deserves and will receive the promotion they need from our team.

The BARNETT BROTHERS and T & J's OFF ROAD RACING career has been well documented, not only through many articles in local racing publications, but also in the off road business itself.

LET US PROMOTE YOUR PRODUCT



BARNETT BROTHERS OFF-ROAD RACING TEAM

Mike and Tom Barnett have been involved with off road racing for all their lives, thanks to their father Tom Barnett Sr. who was an avid desert racer for many years (1965-1989). The love for the sport kept the Barnett brothers involved for more than 20 years. In 1989 Mike and Tom decided it was time to go out and show other drivers what "Driving Talent" really meant.

The Barnett brothers have driven a variety of race trucks, from a 1986 CJ-7 to a '79 Cherokee and a '81 J-10 Pickup. They have no problem boasting about their 87% finishing ratio, always within the top three. They strive to be the best and will not let the phrase D.N.F. into their vocabulary.

VEHICLE—1985 Jeep J-10 4WD

CHASSIS—Production Jeep J-10

WEIGHT—4600 lbs. Race Ready

FRONT SUSPENSION—Production leaf spring straight axle, 2 Rancho Lightening Rod Race Shocks per wheel. 11.5" wheel travel. Reverse mounted.

FRONT DRIVE—Production Mod 44 Live Axle 456 ratio

REAR SUSPENSION—Production live axle, leaf spring, 2 Rancho Lightening Rod Race Shocks per wheel. Mod 44 spooled w/full floater & 456 ratio.

TRANSMISSION / TRANSFER CASE—AMC TH-400 w/manual valve body. B&M Shifter. Quadratrax transfer case. Full time 4WD.

ENGINE—AMC V-8 401 cid carbureted, 450 HP.

BRAKES—4 wheel disc brake system.

FUEL CAPACITY—60 Gallon Fuel Safe cell w/Sports Racing fuel.

WHEELS—Mickey Thompson Racing Wheels, 15 x 7 polished Aluminum.

TIRES—BF Goodrich Baja T/A 35 x 12.5 x 15.

PIT SUPPORT—1979 Chevy Box Van.



BARNETT BROTHERS / T & J'S

OFF ROAD RACING

THE BARNETT BROTHERS TEAM OF 25 MEMBERS

Through out the years of racing and owning a 4 WD repair shop, Mike & Tom have put together an excellent team of 25 members. Our team has gained the respect of the LaRana officials, and other racing team members. Our team has always been willing to help any vehicles that wander into our pit or needs our assistance in any way. The crew has also volunteered to help teams in other racing bodies when they were short handed. The team is proud of our "Lets win but lets have fun" attitude. The Barnett Brothers have put together a pit support network of friendly, dedicated, courteous, and intelligent people that are supportive of our sponsors and other racers.

With the driving talents of Mike and Tom the teamwork and camaraderie of the crew, the T & J's Off Road Racing Team is a complete racing package.

WINNING WAYS

In the last 5 years of racing we have strived to push our team to be more competitive by changing class or upgrading our truck. Our team has a never say die attitude in all the races we have run. The team does what ever it takes to finish the race, because "you can't Win if you don't finish!"

CAREER HIGHLIGHTS

1996 "Vegas to Reno" SECOND PLACE Class 8

1996 LA RANA DESERT RACING

- FIRST PLACE Barstow

1995 LA RANA DESERT RACING

- POINTS CHAMPIONSHIP - Class 850
- 2 FIRST PLACE finishes- Class 850
- 5 SECOND PLACE finishes - Class 850
- First race of season FIRST PLACE - Desert Stock 1575

• Helped Campaign a stock Grand Cherokee to a first place finish in the 1994 Baja 1000, with Mike and Tom as a Co-Driver.

• Accomplishments" Taking a new truck to third place in Championship after missing the first race of the season.

1997 SEASON BUDGET - Based on a 3 Race Season

| | | |
|--|---------|----------------|
| Fuel - 150 gallons per race | \$600 | \$1,800 |
| Maintenance on vehicle per race | \$1,500 | \$4,500 |
| Spare Fluids (oil, grease, filters, etc.) per race | \$200 | \$600 |
| Pit Support - 4 vehicles at \$ 100 per vehicle, per race | \$400 | \$1,200 |
| Motor Rebuild (1/2 way through season), approx. | | \$3,800 |
| Transmission Rebuild (1/2 way through season), approx. | | \$1,350 |
| Transfer Case Rebuild (1/2 way through season), approx. | | \$950 |
| Differential Rebuild (1/2 way through season), approx. | | \$1,000 |
| Rooms, per race | \$400 | \$1,200 |
| Meals, per race | \$400 | \$1,200 |
| Box Van / Pit Support, per race | \$200 | \$600 |
| Race Control / Motor Home, per race | \$100 | \$300 |
| Race Uniforms, \$60 x 25 | | \$1,500 |
| Race Radios / Maintenance / Repair, \$200 x 3 | | \$600 |
| Safety Items (Fire suits, Extinguishers, Helmets, etc.) | | \$2,800 |
| Miscellaneous Expenses | | <u>\$3,000</u> |
| Total, assuming no major failures | | \$26,400 |

SPONSOR RECOGNITION

We are proud to have the following Sponsors:

| | |
|---|---------------------------------|
| A1 Martinez Auto Body | North American Spring |
| Anaheim Gear & Standard Transmission | Orange Muffler |
| BF Goodrich Tires | Powertrain Industries |
| Fullerton Transmission | Pro Comp Products |
| Mickey Thompson Performance Racing Wheels | Production Plumbing |
| National Spring | T & J's Four Wheel Drive Center |
| Master Mount by American Specialties | Torq Fab Racing |
| Neo Synthetic / Baker Batteries | |

PLANS FOR NEXT YEAR

Current plans for next year include remolding of this truck to compete in Class 8. Hydraulic Bumpstops and secondary suspension are some of the items we will be adding. We plan to run the Silver State Series, promoted by Casey Folks and the "Best in the Desert" crew. In 1996 we ran the "Vegas to Reno" Race. We placed Second in Class 8 and realized that this was the series to run. The series High Visibility and TV coverage (ESPN2) should add plenty of opportunities for us to promote you and your products.

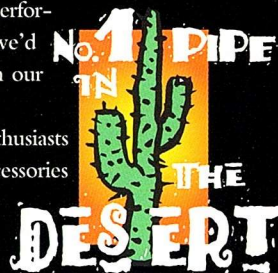
first overall



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Find out why FMF has become the number one choice of competition and trail enthusiasts the world over. Check out FMF's Gold Series pipes and their complete line of performance accessories at your local dealer today - *"feel the power"*.



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"Best In The Desert"



June 20, 21, 22, 1997

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TONOPAH "300"



OPEN PRO

| | | | |
|-----|---|----------|--|
| N01 | Rick Bozarth (31) Troutdale, OR Jim Gray (24) Gunnison, CO | KTM | Husqvarna, KTM of Gresham, MSR Racing, Acerbis USA, Stealthy Off Road, Spectro Cooper Oil Racing, Tucker, Rocky, Dad |
| N02 | Ty Davis (27) Hesperia, CA Paul Krause (32) Irvine, CA | Kawasaki | Team Green, Moose Off-Road, Oakley, Dunlop, Renthal, Tsubaki Chain, Shoei, UNI, FMF, F&L Fuel |
| N03 | Greg Zitterkopf (33) Chino, CA Destry Abbott (24) Peoria, AZ | KTM | Vosburg Racing, KTM Sportscycles, Pro Circuit, Moose, Smith, Z Racing, Sportsman Cycle, IMS, Dunlop, FMF, Sunstar |
| N04 | David Ondas (24) Huntington Beach, CA Donnie Book () Gypsum, CO | Kawasaki | Team Green Kawasaki |
| N14 | Jeff T Capt (28) Lakewood, CA Tim Staab (18) Pacific Beach, CA | Honda | American Honda, Smith, Fox, CTi2, Shoei, Pirelli, IMS, FMF, K&N, Protaper, Acerbis, Alpine Stars, DID |
| N27 | Greg Searle (27) Fernley, NV Tim O'Brien (21) Sparks, NV | Kawasaki | Feature Awards, J and C Dupratt, FMF Racing, Member's of Ooops Racing, Honda, Kawasaki of Ocala FL, Reno Motorsports |
| N31 | Dave Hamel (28) Sparks, NV Dennis Belingheri (27) Reno, NV | Kawasaki | Reno Motorsports, IMS, Sprocket Specialists, Bieffe, Pro Circuit, Moose, FMF |
| N32 | Lee Houchin (34) Cascade, CO Tim Redfern (34) Colorado Springs, CO | Honda | Rocky Mountain Cycle Plaza, Houchin Electric |

250 PRO

| | | | |
|-----|---|----------|--|
| X01 | Steve Hengeveld (21) Oak Hills, CA Oakley Lehman (21) Shadow Hills, CA | Kawasaki | TeamGreen, ProCircuit, Dave Chase, MSR, Answer, Tsubaki, Maxima, Smith, John Burr, IMS, Dunlop, Staten Graphics, Scotts, Fact Effix |
| X02 | Nick Pearson (19) Pioche, NV Russell Pearson (17) Pioche, NV | KTM | KTM Sportmotorcycles, Dunlop, Acerbis, FMF, Dicks Racing, Shell Oil, EK Chains, Performance Friction, Scott's Performance, Smith |
| X24 | Keith Cayton (30) Vancouver, WA Rick Aldridge (28) Portland, OR | Kawasaki | Pro Caliber, Mark Smith & Co, MSR, Maxima Pro Circuit, Acerbis, Tech Tube, KMRP, PBI, Jay Cayton Modifications, Stealthy Products |
| X25 | Matt Burroughs (28) Pomona, CA Doug Chiapuzio (15) Camarillo, CA | Yamaha | Clarke, O'Neal, Bell, AFAM Sprockets, FMF, Anaheim Yamaha, RK Chain, Excel Rims, NStyle, White Bros, Pirelli, Works Connection, UNI, Boysen |

125 PRO

| | | | |
|-----|---|----------|--|
| A06 | Clint Braun (17) Henderson, NV Rusty Ruby (17) Henderson, NV | Kawasaki | |
|-----|---|----------|--|

4 STROKE PRO (under 450)

| | | | |
|-----|--|----------|--|
| F10 | Casey McCoy (30) Mammoth Lakes, CA Tony Megla (32) Westlake Village, CA | Honda | Mammoth Mountain Ski Area, FMF, Answer Products, IMS, Mid Cities Honda, White Brothers |
| F11 | Craig Smith (23) Brawley, CA Jim Loh (26) Descanso, CA | Kawasaki | Team Green Kawasaki |
| F12 | Craig Hunter (26) Huntington Beach, CA John Kawell (21) Chino Hills, CA | Honda | DC Concepts, IMS, Pro Circuit, Rice, Honda, F & K, White Bros, BRP |

4 STROKE PRO (over 450)

| | | | |
|-----|---|-------|---|
| T05 | Jamie Campbell (22) San Clemente, CA Casey Longman (16) Apple Valley, CA | Honda | GL Churchill Insurance, Fox Racing, Arnette, CEET Racing, Applied Racing, American Honda, FMF, Three Brothers Racing, XR's Only |
| T20 | Mike Healey (28) Costa Mesa, CA Randy Norman (32) National City, CA | IMS | IMS Racing, Pirelli, LA Sleeve, ELF, VP Racing Fuel, Tech Tube, Hinson, Braking, Motion Pro, Ceet, Tsubaki, AFAM, Pro Circuit |
| T21 | Jimmy Lewis (28) Costa Mesa, CA | KTM | Vosberg Companies, KTM, Cycle World Magazine |
| T22 | Bryan Folks (29) Las Vegas, NV Don Knapp (23) Elko, NV | KTM | Husaberg USA, Sportsman Cycle, Dicks Racing, IRC, Tech Tube, IMS, Sprocket Specialist, Moose, Answer, Alpine Stars, Acerbis, Bieffe |
| T23 | Stephen "Tex" Mitchell (26) San Marcos, CA Ron Wilson (26) Carlsbad, CA | Honda | Escondido Cycle Center, Baja Designs, Thor, Smith, FMF, CEET, Heads by Maggaro, KB Motorsports, Precision Concepts, Applied Racing |

OVER 30 PRO

| | | | |
|-----|--|----------|--|
| P01 | Daryl Folks (32) Boulder City, NV John Rudder (33) Canyon Country, CA | KTM | KTM USA, Dunlop, Smith, Sportsman Cycle, FMF, Moose Off Road. |
| P07 | Grant Palenske (37) Laguna Hills, CA Rick Daniel (33) Beaumont, CA | Yamaha | Moose, FMF, Spectro, Shoei, Scott USA, F&L, NCY, Tsubaki, Renthal, ICO, IMS, K&N, World Tech Racing, Ricky Racer Engineering, Quickstrap |
| P27 | Cory F Ayers (33) Las Vegas, NV Mark Morris (33) Las Vegas, NV | Honda | Motorcycle Central, Vegas Power Sport, AXO, Answer, Pirelli Tires, Renthal, Shoei, Champion Racing Oil, Winsor, EBC, RK Chain |
| P28 | Darrol Brown (39) Yerington, NV Kevin Brown () Yerington, NV | Honda | Big Valley Honda Reno NV, D&S Waste Removal Inc, Willis Guy, CPH, Leroy, Kay, Drilling Co Yerington NV |
| P29 | Ken Tapert (37) Rancho Cucamonga, CA Gary Wagner (33) Glendora, CA | Kawasaki | AFAM, Acerbis, IMS, Wiseco, FMF, Andwer Tech prod. VSK |
| P30 | Mike "Savage" Longtine (35) Las Vegas, NV Richard Wilk (32) N Las Vegas, NV | KTM | Dicks Racing, Sportsman Cycle |

OVER 40 PRO

| | | | |
|-----|--|----------|----------------------------|
| C04 | Tom Holmes (47) Pasadena, CA Scott Anderson () Glendora, CA | Husaberg | Holmes Body Shop, Erics MC |
|-----|--|----------|----------------------------|



OPEN EXPERT

- 304 Jeff Fegert (37) Henderson, NV
306 Nick Fain (19) Virginia City, NV
Paul Reimel (31) Folsom, CA
307 Darryl Curtis (26) Johannesburg, S Africa
Riaan Van Niekerk (22) Johannesburg, S Africa
309 Scott Herweg (29) Redondo Beach, CA
Greg Herweg (31) Redondo Beach, CA

KTM Sportsman Cycle, Tyrell Builders
Honda FMF, JT Racing, Big Valley Honda, Gold Hill Motel

KTM AGA, Panasonic, FMF, KTM USA

Kawasaki CSR, FMF, Moose, Bridgestone, Dunlop, F&L, IMS, AFAM, Bell, Scott, Acerbis, Spectro

250 EXPERT

- 206 Jason Belisle (23) Phoenix, AZ
Chris Freedman (22) Glendale, AZ
David Edwards (37) Scottsdale, AZ
210 Tracy Godfrey (36) Henderson, NV
Todd Davis (26) Minden, NV

Kawasaki FMF, White Brothers

Yamaha FOX USA, THXECO, Subaki Chains, Desert Yamaha, Carson City Yamaha, O'Neal, Pro Action Suspensions, SPX Goggle

4 STROKE EXPERT (under 450)

- 951 Ron Lawson (38) Yorba Linda, CA
Gary Jones (34) Norco, CA

Kawasaki Dirt Bike Magazine, Best In The Desert, White Brothers, Stroker, Team Green

OVER 25 EXPERT

- 408 Dick Yardley (38) Vero, UT
Bill Nelson (28) St. George, UT

KTM Pro Cycle Sports, B&S Construction, Back Pocket Racing, Cindy, Stacy, Kids

OVER 30 EXPERT

- 506 Vincent Reger (34) Las Vegas, NV
Allen Rudd (33) Las Vegas, NV
507 Glenn E Taylor (31) Las Vegas, NV
Marc McManus (33) Las Vegas, NV
508 Paul Skeary (38) Las Vegas, NV
Donald Tussing (33) Las Vegas, NV
510 Kenneth R Larsen (30) Glendora, CA
Dale Morse (33) La Verne, CA
Todd Milano (30) Chino, CA
511 Todd Jergensen (34) Oak Hills, CA

KTM Sportsman Cycle, Dicks Racing Suspension

KTM Sportsman Cycle sales, Dicks Suspension

KTM TPS Painting & Drywall Inc, Dicks

KTM Dennis McAdam, DC Concepts

OVER 35 EXPERT

- 601 Mark Franks (38) N Las Vegas, NV
William M O'Hara (36) Boulder City, NV
John Reo (43) Las Vegas, NV
606 Pete Sheehan (42) Kingman, AZ
Bennie Brown (36) Las Vegas, NV
611 Mark Davidge (38) Las Vegas, NV
Jeff Grossan (40) Las Vegas, NV

Kawasaki Redcarpet Kawasaki, Team Green Kawasaki, ECO EX REO Hauling, Back Pocket

Honda Pistol Pete racing, House of Motorcycles

KTM300 Nevada Beverage

OVER 40 EXPERT

- 706 Rick Burrus (48) Huntington Beach, CA
Jim McCartney (44) Redondo Beach, CA
Jay Zicker (41) Las Vegas, NV

Kawasaki

OVER 48 EXPERT

- 801 Dennis C Prescott (52) Flagstaff, AZ
Bob Cunningham (49) Cottonwood, AZ
802 Jerry Allen (50) Lake Stevens, WA
Howard Larson (51) Auburn, WA
806 Gary Colbert (52) Bishop, CA
Gary Vanderpool () Morgan Hill, CA
Richard Jackson () Canyon Country, CA

Honda Big Joe's, Northland Motorsports, Dr. Edgley Sports Chiropractor

Yamaha Seattle Cycle Center, Jaimie

Kawasaki Industrial Steel Treating, FMF, Golden State Cycle in Bishop



IRONMAN EXPERT

| | | | |
|-----|-----------------------------------|----------|---|
| O10 | Scott Glimp (32) Henderson, NV | KTM | Glimp Racing, Sportsman Cycle, IMS Racing, Dicks Racing Suspension, American Chiropractic |
| O11 | Scott Wright (36) Yucaipa, CA | IMS | IMS Racing, Pro Circuit, Pirelli, VP Racing Fuel, Hinson, AFAM, CeeT, Tsubaki, White Bros, Dirt Digit, PPS Suspension, Emig |
| O12 | Jeff Thompson (27) Winnemucca, NV | Honda | |
| O13 | Robin Rightmire (40) Reno, NV | Kawasaki | Nevada Motorcycle Specialties, Motorsports Accessories |
| O14 | Ron Purvines (31) Henderson, NV | Kawasaki | Money Management Seminars, Motorcycle Central, Art Lanier Racing |
| O15 | Jay Heying (36) Reno, NV | Honda | Sierra Nevada Construction, Helm Smith Construction, Big Valley Honda |
| O25 | Bill Maxim (50) Las Vegas, NV | Kawasaki | Red Carpet Kawasaki, Thor Motorsports, DG Performance, CTI Braces, MTC |
| O31 | Tony Bergman (21) Henderson, NV | Honda | Red Carpet Honda, Gould's Motorsports, Thor |

OPEN AMATEUR

| | | | |
|-----|---|----------|------|
| 308 | John Frederick (32) North Bend, WA Scott Vonbargen (31) Ellensburg, WA | Kawasaki | Wife |
|-----|---|----------|------|

250 AMATEUR

| | | | |
|-----|---|----------|---|
| 207 | James Cope (18) Las Vegas, NV Jeremy Harmon (19) Las Vegas, NV Duane Cope (17) Las Vegas, NV | Suzuki | Flacid Racing, Parents, Thunder Werks Racing |
| 208 | Takashi Hatsuta (29) Yokohama, Japan | Honda | Pro Tech Sports |
| 209 | Rich Jesse (22) Oak Lawn, IL Dick Jesse (55) Oak Lawn, IL | Honda | Pro Sport, Bridgestone, Motion Pro, Wiseco, EBC, Scrubbs, Nichols |
| 211 | Daniel Robinson (39) Tarpon Springs, FL Mark Royce (37) Searchlight, NV Rick Marshall (23) Searchlight, NV Ryan Johnson (16) Searchlight, NV | Kawasaki | Red Carpet Kawasaki, Fox, Marshall Brothers Racing, Family, Pangonis Racing, McInnis & Sons Masonry |

125 AMATEUR

| | | | |
|-----|--|-----|---|
| 105 | Robert Marshall (15) Searchlight, NV Randy Marshall (16) Searchlight, NV Bob Meyers (39) Searchlight, NV | KTM | Sportsman Cycle, FMF, Canepa and Co., Dad, Danny Hamel Memorial Fund, Searchlight Nugget, Searchlight Fire Dept |
|-----|--|-----|---|

4 STROKE AMATEUR (under 450)

| | | | |
|-----|---|-------|--|
| 952 | Tim Barnes (33) Las Vegas, NV Lee Coble (26) Las Vegas, NV Bill Barnes (39) Hinkley, CA | Honda | Red Carpet Honda, B & E Fabrication, JPK Enterprises |
|-----|---|-------|--|

4 STROKE AMATEUR (over 450)

| | | | |
|-----|--|-------|--|
| 906 | Mark Perkins (40) Sparks, NV Troy Callahan (29) Sparks, NV Wayne Haney () Sparks, NV | Honda | |
| 907 | Tim McNulty (28) Pacific Palisades, CA | Honda | Honda, Kawasaki of Santa Monica, Fineline Motorsports |
| 908 | Dana Jones (40) Scottsdale, AZ Rob Miller (36) Phoenix, AZ | Honda | IMS Fuel Tanks, Sunstate Sales, UFO, Arai, Sunnyslope Honda-Phoenix, AFM, UNI, Pirelli |

OVER 25 AMATEUR

| | | | |
|-----|--|-------|--|
| 406 | Craig Sasso (25) Henderson, NV Scott Robertson (31) Las Vegas, NV Scott Underwood (33) Las Vegas, NV | Honda | Pangonis Motorsports, Potter Electric, Service Electric Supply |
| 407 | Todd Winslow (32) Clovis, CA Troy Winslow (29) Elk Grove, CA | KTM | Wilsons Motorcycles of Fresno |

OVER 30 AMATEUR

| | | | |
|-----|--|-----------|--------------|
| 505 | Tony Aguilera (32) Las Vegas, NV Kelly Hall (37) Las Vegas, NV Mike Aguilera (30) Las Vegas, NV | Husqvarna | Team Aggie |
| 512 | Michael Berkley (29) La Canada, CA Eric Peterson (31) Monrovia, CA | KTM | |
| 513 | Lance Kendall (33) Mission Viejo, CA Scott Clements (34) Laguna Niguel, CA Don Sjomeling (44) Huntington Beach, CA | Honda | Bear Welding |



OVER 35 AMATEUR

- | | | | |
|-----|--|----------|---|
| 607 | Bruce Hendel (37) Murrieta, CA | Honda | VP Racing Fuels, FMF, Pro Circuit, IMS |
| 608 | Steve Searles (38) Mammoth Lakes, CA | Kawasaki | |
| | Michael J Searles (41) Mammoth Lakes, CA | | |
| | Ralph Foster () Bishop, CA | | |
| 609 | Charles Price (41) Folsom, CA | Honda | Dirt Diggers Motorcycle Club, Al's Motorcycle, Sacramento Sheriff's Sports Assn |
| | John Konkle (35) West Sacramento, CA | | |
| 610 | Mike O'Steen (41) Sandy, UT | Kawasaki | Modern Roofing, Parts Unlimited, Dirt Works, Moose Off Road |
| | Timothy R Ramey (39) South Jordan, UT | | |
| 612 | Scott Smith (36) North Miami, FL | KTM | |
| | Craig Barrie (48) North miami, FL | | |

OVER 40 AMATEUR

- | | | | |
|-----|----------------------------------|----------|--|
| 704 | Karel Kramer (42) Northridge, CA | Kawasaki | Kawasaki Team Green, Dirt Rider Magazine |
| | Ed Tripp (40) Palmdale, CA | | |

IRONMAN AMATEUR

- | | | | |
|-----|---|-----------|--|
| O16 | Bill Mortellaro (42) Loveland, CO | KTM | Loveland Rental Center |
| O17 | Michael Marlow (40) Henderson, NV | Honda | Tammy Fecske |
| O18 | Joe Meyer (33) Big Bear City, CA | Husqvarna | Big Bear Trail Riders |
| O19 | Michael J Sivak (42) Salt Lake City, UT | Suzuki | Bugs 'n Bunnies VW Honda Suzuki of Salt Lake, Lisa Wayne & Luke |
| O20 | Wayne Taulbert (42) Shawnee, KS | Kawasaki | |
| O21 | Doug Wilson (45) Stanley, KS | Kawasaki | |
| O22 | Donald Bird (38) Reno, NV | Honda | B & G Beauty and Barber Supply of Reno NV (800) 234-2704, Janie Bird/ President |
| O23 | Steve Blakely (33) Fall Brook, CA | Yamaha | Noleen Racing, SRG Racing Promotions, Alligator Shop, Energy Suspension, Castrol Lubricants |
| O24 | Leif Bymoan (27) Las Vegas, NV | Kawasaki | Kawasaki of Las Vegas, B and B Fabrication |
| O26 | JW "Jerry" Yeager (20) Tonopah, NV | Kawasaki | Desert Motor Sports, Sonny Wahl Motor Sports, Cisco's El Marques |
| O27 | Tracy Speker (28) Winnemucca, NV | Kawasaki | Santa Fe Pacific Gold, Western Auto, MAC Tools, Wellness Works, Heritage House Wear |
| O28 | Aaron Evans (25) Winnemucca, NV | Kawasaki | Santa Fe Pacific Gold, Western Auto, MAC Tools, Wellness Works |
| O29 | Mark Enloe (33) Superior, CO | Yamaha | |
| O30 | Ronald R Eldridge (46) Arvada, CO | Yamaha | |
| O32 | Paul Traegde (27) Phoenix, AZ | Honda | Team Tragedy Racing, Turner/Onsite General Contractors |
| Q10 | Jan Prichard (42) Booneville, MS | Honda | Rocky Ridge Racing, Quartet Mfg, Pro Sport, Honda of Tupelo, AC |
| | Wes Miller (27) New Port Beach, CA | | Racing, Uni, LBZ, Gouge, PEP, GRS, ITP, Klotz, Mike Cycle World |
| Q11 | John Wellnitz (37) Lakeside, CA | Yamaha | Triple EEE, Scribs, Tsubaki, Schoonmaker ATV Products, Palomar Comm, Trick, Fenton Mechanical, FRT |
| Q12 | Jason Sparks (27) Chula Vista, CA | Honda | CT, Tsubaki, Avina Prep, Uni, Nikspro-x, Sunstar, Albertos, JT Racing, F&L |
| | Marc Spaeth (32) La Mesa, CA | | Racegas, MotionPro, Hinson Outerwear, IMS Racing, Duralube |
| Q13 | Mitch Canepa (35) Searchlight, NV | Honda | T and M Lawn Maint, Searchlight Nugget Casino, Canepa and Co. Welding |
| | Todd Hunter (35) Las Vegas, NV | | |

QUAD EXPERT

- | | | | |
|-----|---------------------------------------|-------|-----------------------|
| Q50 | Dwight Lowell (33) Tujunga, CA | Honda | Jerry Leighton Racing |
| | Charles Lamson (35) Ridgecrest, CA | | |
| | Gary Jackimowicz (30) San Gabriel, CA | | |

QUAD AMATEUR

- | | | | |
|-----|------------------------------|--------|--|
| Q51 | Tim Walsh (28) La Quinta, CA | Yamaha | |
|-----|------------------------------|--------|--|



TRICK TRUCK

- | | | | |
|------|---|-------|--|
| 1410 | Brian Coats (28) Huntington Beach, CA Neville Sharpe (45) Seal Beach, CA Troy Tackett (35) Garden Grove, CA | Chevy | Goodyear, American Racing, Caltime, Signtech, Harpoon Harry's Restaurant, Sway-A-War, Westminster Transmission |
|------|---|-------|--|

CLASS 1 PRO

- | | | | |
|------|---|-----------|--|
| 1510 | Kevin Colan (43) Las Vegas, NV Kylie Colan (17) Las Vegas, NV | Bunderson | American Chiropractic, Bunderson Racing |
| 1511 | Tony Howerton (28) Tonopah, NV | Jimco | Ace Enterprises, Desert Motor Sports, CTR Contruction Co. |
| 1512 | Ron Osburn (52) Fullerton, CA Rich Fersch (41) La Habra, CA Danny Drake () Fullerton, CA John Lucas (48) Fullerton, CA | Raceco | Creative Sports, Ron's Sandblasting, Race Haus, Strictly Foreign, McKenzies, Signtech, 76 Fuel |
| 1513 | Jeffrey Stiles (40) Isleton, CA | Raceco | St Ives Racing, Castle Minerals |
| 1514 | Todd Vandawalker (33) Henderson, NV Terry Vandawalker (33) Henderson, NV Sonny Vandawalker (58) Memphis, TN Jody Grossl (21) Las Vegas, NV | Raceco | Thrasher Racing |

CLASS 1/2-1600 PRO

- | | | | |
|------|--|-------|--|
| 2010 | Frank Krepsz (35) Riverside, CA Sean Krepsz (27) Riverside, CA Doug Maxwell (38) Alta Loma, CA Sean Koenig (24) Riverside, CA | Jimco | |
| 2011 | Brian Steele (39) Hesperia, CA Scott A Steele (29) Valencia, CA Bob Raynolds (38) Hesperia, CA John Leitelt () Canyon Country, CA | | |

CLASS 5-1600 PRO

- | | | | |
|------|--|----|--|
| 5110 | Frank Omboli (34) Mira Loma, CA James Cochran (54) Arcadia, CA William Snyder (32) Riverside, CA Steve Goergen (29) Riverside, CA | VW | Omboli Interiors, Cochran Interiors, Goldmind, R&R Electric, Web Cam, Reliable Auto, Ecology Auto Wrecking |
| 5111 | Mark Foti (28) San Francisco, CA | VW | SS Concrete, Lawders Pluming |

CLASS 7 PRO

- | | | | |
|------|--|------|---|
| 7011 | Charles Elms (33) Fort Worth, TX | Ford | American Sportsman Network, Alpine Mortgage, Goodyear, California Pre-Fun, American Racing, Safari Club of Dallas/Ft. Worth |
| 7012 | Joe Kellogg (51) Yakima, WA Ken Sanislo (54) Naches, WA John Bissell (51) Naches, WA Mark Shewmaker (36) Yakima, WA | Ford | |
| 7013 | Gary Mecham (51) Mesa, AZ Greg Foutz (26) Mesa, AZ Tom Geringer (33) Mesa, AZ Brent Mann (24) Phoenix, AZ | Ford | Cragar Wheels, Russell Products, Little Transmission, AAA Van & Truck, Kales Collision |
| 7014 | Patrick Taylor (36) Zephyr Cove, NV John Kearney (40) Coachella, CA Leon Gardner (35) South Lake Tahoe, CA Mike Whitehouse (33) Mission Viejo, CA | Ford | Goodyear, Powerbar, Alpine Mortgage, American Racing Equipment, Cal Prefun, Ajax Auto Recyclers, Welcomes Auto Body, Hears & HiPr |
| 7015 | Steve Robledo (34) Las Vegas, NV | Ford | Patrick Signs, KCHilites, BFG Tires, Aguilar's Transmissions, King Auto Parts, Mike Farley Paint Designs, Jet Performance Products. |

CLASS 7S PRO

- | | | | |
|------|--|--------|--|
| 7110 | David Winner (36) Fullerton, CA Ron Stockwell (34) Fullerton, CA Jerrod Wedell (23) Orange, CA | Toyota | FabTech Motorsports, BF Goodrich, Shimano-Cappello-Wedell Race Engines, RHS Welding |
| 7111 | Malcolm Vinje (53) San Diego, CA Jim Gilchrist () Valley Center, CA Michie Vinje (52) San Diego, CA Leroy Hansen () Escondido, CA | Ford | Hydrotex, Ford, B F Goodrich |
| 7112 | Ken Walters (54) Santa Rosa, CA Paul Shaver (56) Kitty Hawk, NC Ron Clyborne (53) Edmonds, WA Graham Walters (25) Tempe, AZ | Nissan | KG Walters Contruction Co, BFG, Barrier Island Station, Ballistol, Rac Enterprises, Rhino Graphic Design |
| 7113 | Steve Cirillo (22) Newport Beach, CA | | |



CLASS 8 PRO

| | | | |
|------|---|-----------|---|
| 8010 | Jack Bassett (31) Las Vegas, NV Kevin Ruesch (38) Las Vegas, NV Dan Ishco (36) Las Vegas, NV Paul Barton (35) Las Vegas, NV | Chevy | StewartConst,RanchoRacing,KCHilights,BundersonRacing,USASigns,AmericanChi ropractic,RebelOil,PhoenixPestControl,Goodyear |
| 8011 | Tom Barnett (32) Santa Ana, CA Mike Barnett (28) Orange, CA Kevin DeVault (31) Mission Viejo, CA Steve Benviniste (34) Fullerton, CA | Jeep | AnaheimGear,BFG,Rancho,Deaver,NeoOil,AmericanSpecialties,ProductionPlumbin g,PowertrainInd,MickeyThompsonWheel,ProComp |
| 8012 | Joe Ferrera (32) Las Vegas, NV Brad Collie (44) Las Vegas, NV Robert Barbon (30) Las Vegas, NV | Chevy | King of Clubs, Two -Way Communications, Badlands Racing |
| 8013 | Eric Heiden (37) Anaheim, CA Greg Adler (28) Hermosa Beach, CA Bradley A Allred (39) Palcentia, CA Reuben Herndon (64) Riverside, CA | Ford | Goodyear,American Specialties,T&J's Offroad center,Anaheim Gear,NeoSynthetic Oil,SignPros,Driveline Shop,American Racing |
| 8014 | Tom Scahill (53) San Rafael, CA Ron Lammer () San Rafael, CA | Chevrolet | Redline Oil, Goodyear Tire, Driveline Serv, Stage 8 Bolts,K&N Filters,American Wheels |
| 8015 | Kyle Taylor (37) Hemet, CA JP Galloway (30) Saan Jacinto, CA | Chevy | Goodyear,Ultra Wheels,Justice Bros,Dupont,Total Auto Body,Dyson Oil,Chevy, SignPros, Zantique Place,Finish Line Products |

CLASS 8S PRO

| | | | |
|------|---|--------|--|
| 8110 | Austin Robinson () Sparks, NV Josh Hall () Sparks, NV | Hummer | BF Goodrich,Snap-On,Quaker State,Delco,Texas Instruments,AM General,Ultra Wheels,Champion,Dick Cepeck,Smitty Bilt |
| 8111 | Tom Wamburg () Sparks, NV Jason French () Sparks, NV | Hummer | |
| 8112 | Chad Hall (33) Reno, NV Rod Hall () Sparks, NV Joe Duke (45) Jacksonville, FL | Hummer | BF Goodrich, Snap-on, Quakestate, Delco, Texas Instruments, AM General, Ultra Wheels, Champion, Dick Cepeck,Smitybilt |
| 8113 | Mark Floyd (16) Midland, TX Don Floyd (47) Midland, TX | Hummer | AM General, BF Goodrich, Rancho |

CLASS 10 PRO

| | | | |
|------|---|------------|---|
| 1010 | Danny Anderson (36) Las Vegas, NV Rob MacCachren (32) Las Vegas, NV | Mirage | Nevada Off-Road Buggy, Fraley's Performance Engineering, Wik's Racing Engines, BF Goodrich |
| 1011 | Shad Baldwin (22) Las Vegas, NV Shawn Howerton (25) Las Vegas, NV | Bunderson | CTR Construction, Vaalley Performance, Bilco Fast Fab, Patrick's Signs |
| 1012 | Mike McGee (26) Ridgecrest, CA Jim Tucker (35) Ridgecrest, CA Daniel Goeden (30) Inyokern, CA Ron Gonder (67) Ridgecrest, CA | Lothringer | Atl Tire,JetPerformance,BF Goodrich,McKenzies,Major Performance,Lothringer,Fortin Trans,F&L Fuels,Mastercraft,Ron Gorder |
| 1013 | Kory Scheeler (35) Las Vegas, NV BJ Richardson (31) Las Vegas, NV | Jimco | Expert Air, KBJ Investments, Realtech Realty, Patricks Signs, Fraley Performance, Wiks Racing Engines |
| 1014 | James T Shepherd (35) Phoenix, AZ Brannon Brown (26) Litchfield Park, AZ | Unknown | Shepherd Services, Inc., UndergroundPipeline Contracting, Phoenix, AZ. (602) 877-1384 FAX (602) 877-4124 |

CLASS 1 SPORTSMAN

| | | | |
|------|---|---------|---------------|
| 1515 | Laurence M Grotbeck (49) Palm Desert, CA Jean-Jacques Desalle (39) Palm Desert, CA Scott Anthony (29) Rancho Mirage, CA | Corvair | Roberge Corp. |
|------|---|---------|---------------|

CLASS 7 SPORTSMAN

| | | | |
|------|-------------------------------|------|--|
| 7010 | Eric Clay (16) St. George, UT | Ford | Goodyear, American Racing, Lock Right, RCI Safety Equip, SuperWinch, Finders Keypers, TechFlex, Vent Visors |
|------|-------------------------------|------|--|



DRIVER PROFILES

ROBERT MARSHALL

Driver

Robert Marshall, at 13 years of age, has racked up nine over-all titles in the Mini 80cc Novice Class. One over-all in the Amateur Class and quickly got moved up to expert. Robert has grown up in the small mining community of Searchlight, Nevada. He has a very supportive family and his dad does most of the wrenching on his new 125cc KTM motorcycle.

He was the 2nd recipient of the Danny Hamel Memorial Fund and was awarded the 125 from KTM Sportmotorcycle by Scot Harden and Daryl Folks, the director of the Fund. The fund was started after Danny's death in his memory and was designed to help deserving up-and-coming young riders.

Robert's life goal and desire is to be a true champion like Danny was and hopefully carry it out even further. He said Danny has been his idol since the first time he saw him race. He was in awe of the speed he could go his smooth style and above all, Robert wants to strive for the kind of attitude that his hero had. "Nuff said!"

He's got a good start as the "1997" #1 80cc plate for Motorcycle Racing Association of Nevada along with his talent and perseverance. We in Best in the Desert think he will go far in his career.



FUZZY PICKLE

One Truck Team

Fuzzy Pickle racing is a one truck team which has captured La Rana's 7s class points championship for the 1996 season. Fuzzy Pickle did so well that we clinched the championship with 2 races still left in the season.

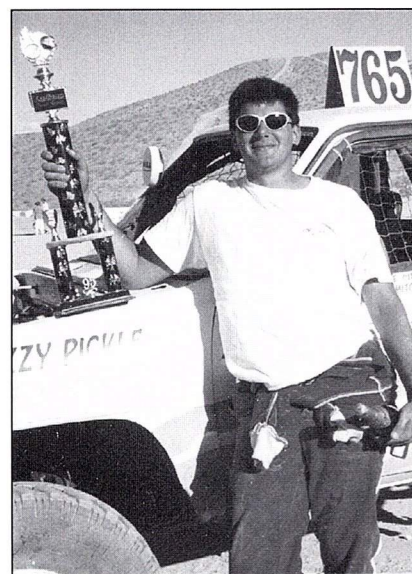
Our truck driven by Steve Cirillo is a 1987 Toyota Extra Cab 4x4. The fabrication of the truck was completed during the middle of the 1995 La Rana season.

The idea of racing trucks professionally was, at one time, no more than a dream for Steve. Not long after buying his truck, Steve bought some after-market suspension with the idea that he would just be going out to have a little fun in the mud. However, he had an itch and was unable to stop there. What began as a simple suspension replacement, fumed into a full [edged] fabrication project. After 4 1/2 years of hard work and with the help of many of his friends, and Penhall Fabrication, Steve had himself a race truck. His dream had finally become ~ reality.

The Fuzzy Pickle name came to be months before the truck was ready and the team was ready to race. Steve and a few friends had ventured out to the Fireworks 250, a race in Barstow Ca., to see exactly what competition was in store for us. While at the awards ceremony, the group noticed that each table had a small cactus as a centerpiece. There was, however, one table that had a giant pickle with hundreds of toothpicks stuck in it. When the guys asked about the pickle, the people at the table said, "Hey! It's a fuzzy Pickle!"

We chose the Fuzzy Pickle name, not only because it's catchy but also because the cactus symbolizes perseverance and durability. Cacti are indigenous to the desert, and are known to be able to withstand the extreme elements of the desert. Like the cactus, Fuzzy Pickle Racing will be known as ~ team that is able to withstand the toughest trials that off-road racing has to offer.

Fuzzy Pickle racing is almost more of a family than a just a team. What began as ~ few family members and friends having fun! has grown into a hard-working group that knows what it takes to succeed. Each member of the team contributes in their own way. Some of us help out with the mechanics of the truck, while others work out the details and paperwork in preparation for each race. All of our hard work over the past few years has finally paid off. Fuzzy Pickle Racing has shown that we are more than just a force to be reckoned with, we are the La Rana Off Road Series' 1996 7s class points champion.





Good Luck & A Safe Race
to all the participants in the Tonopah "300"
from
TERRY BLAND



YAMAHA

Garth Husted
General Manager

470 N. Boulder Hwy.
Henderson, NV 89015
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TONOPAH "300"



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GOODYEAR

CACTUS RACING



76 RACING
GASOLINE



SWAY-A-WAY

WHITE
BROTHERS

DUSTY TIMES

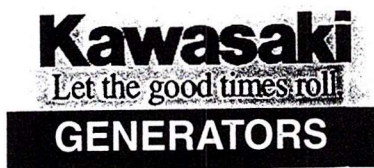
ONEAL



Trackside Photo, Inc.
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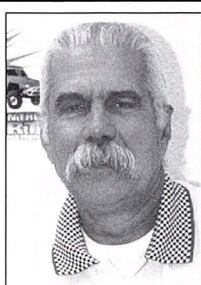
A SPECIAL THANKS To ALL OF OUR "1997" OFFICIAL SPONSORS



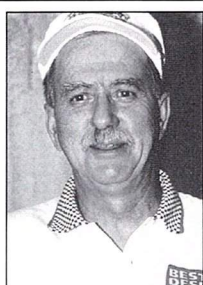


The Terrific Crew that makes the Silver State Series happen!

— HUSBANDS AND WIVES —



Joan & Sandy Padilla



Betty & Ted Rivers



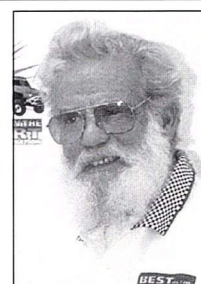
Sue & Jeff Phillips



Charla & Jim Glimp



Debbie & Keith Pural

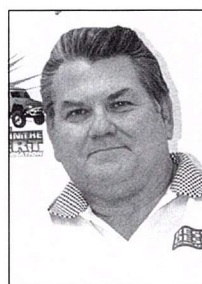


Elaine Bell & Red Ludford

— AND THE OTHER GUYS & GALS —



Bob Maichle



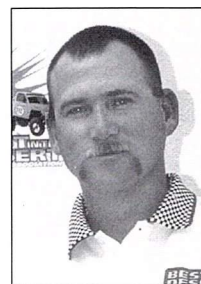
Dave Brune



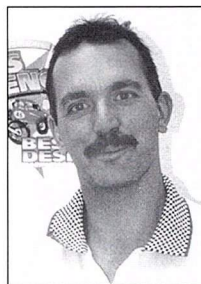
Janine Whitesides



Jessy Rowe



Val Hardy



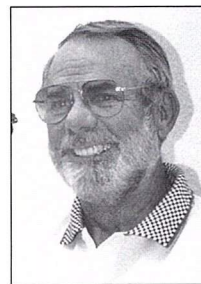
Jeff Landers



Don O'kuly



Photos by
Grumpy



Bob Giles



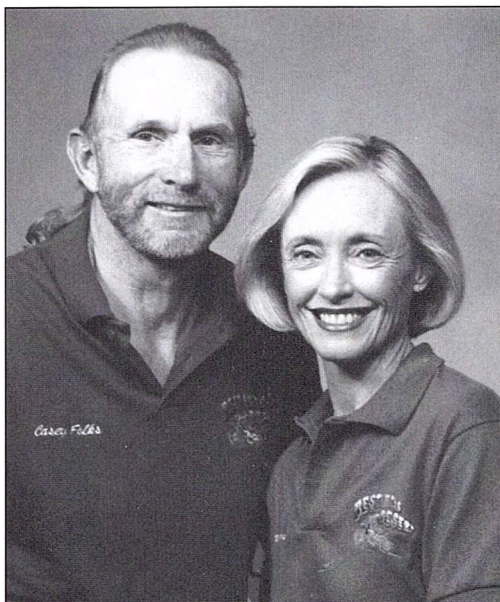
Fred Carstensen



"Movers & Shakers" ... the "Best in the Desert"



Bob & Barbara Giles
Two of our most dedicated supporters that we all love.



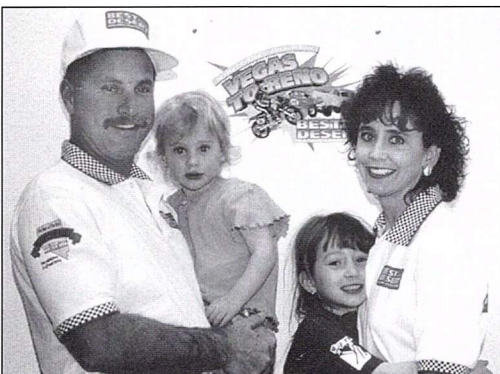
Casey Folks & Janine Whitesides (the love of his life)
"Our Leader... the man that makes it all happen!"



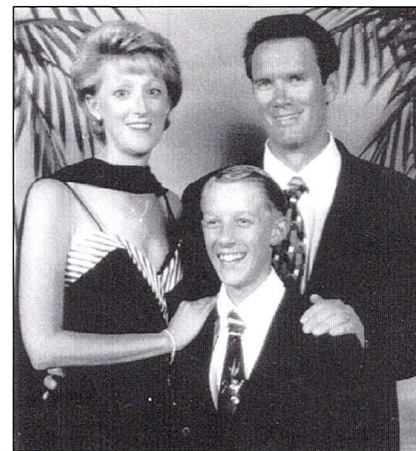
Betty & Ted Rivers
"A pair to draw to..."



Bob Maichle & Casey Folks... *Past-tence!!*
"Cool Dudes"



Jeff, Ashley, Megan & Sue Phillips
Two of the "Chiefs" and crew.



Debbie, Keith & Kyle Pural
"The Dynamic Trio"



Betty Rivers & her World Renown Racer Son...
M/C - Cars - Trucks ...and his first love, Bikes!
Betty is involved in everything!
She loves the sport ...truly a human dynamo!



"Red Dog Ludford"
Ask Red what club he belongs to?



Sandy & Joan Padilla with their "Mascot" Jo-Jo



TONOPAHA "300"



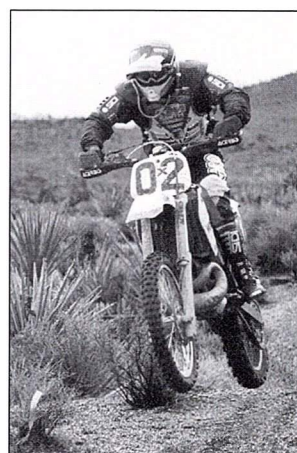
Last Year's Event... The Inaugural 1996 Vegas to Reno Racers in Action



Daryl Folks
Casey's oldest Son.



Jim & Jeff Stiles - Overall Winner V-R 1996. "Ride Red & Win!"



Bryan Folks
Casey's youngest son.



Tough ride ...check the "no" fenders.



Clear Sailing...



Great sight! ...the pack's behind us!



Destry Abbott
...part of the "Burger" team.

...and a
good time
was had
by all...



OOPS!!!



These tough Hummers are like a Timex watch!



Dr. Feldcamp, I presume??

ACTION
PHOTOS
BY
JIM WOLFE

Clayton came all the way from South Africa last year...
and he's coming again this year!



RIDER PROFILE CLAYTON ENSLIN

Clayton Enslin, 18 year old South African Off-Road Racing star, will debut in the US at the "Vegas to Reno."

Enslin is one of the hottest new prospects on the Off-Road scene. Although racing for only three years, he is currently rated number two in South Africa. Some major wins have already been notched up by the young South African. He is the 1995 State 200cc Champion and Class Winner in the famed Roof of Africa in 1995.

In his first race outside of South Africa, Enslin will ride Vegas to Reno solo on a Kawasaki KX250 sponsored by FMF Racing, Kawasaki Team Green, Maxima Oil and Michelin Tires.





RIDER PROFILES

JACK "DOOZER" BASSETT

Driver / Co-Driver

Profession: Estimator - Stewart Construction

Wife: Denice

Children: Daughter - Chelcee C.C.

Assets: Owner/Operator of Pure Attitude Race Team

"It's amazing what this sport creates: family, friends, careers, competitions, dreams, goals, realities you can never forget!" Back in 1980, Mr. Walt Lott gave me a job taping cans on the side of race cars (this is old school bus stuffers), I knew then I had to spend my life surrounded by a sport of endurance along with other competitors, spending countless hours with preparation, for grueling conditions of selfishless volunteer punishment, with one goal in mind: to be part of man and machine dueling the world's toughest conditions against all obstacles or misfortunes, finishing what you start against any and all odds in your way, as a team, a group, a family of friends.

Dear Walt: I'll always be an off-road enthusiast.

Special thanks: Big Red, Julie Ann, Sponsors, Family, Friends, Willy, C.C, The pure Attitude Race Team Members, and my best friends Pop & Kevin. Snore: Mini Metal Co-Champion Score: Top Ten Finisher - always good time. Whiplash: Top Ten Finisher - always good time.



KEVIN "BIG RED" RUESCH

Driver / Co-Driver

Profession: Owner/Operator - Stewart Construction Grading & Paving Corp.

Wife: Julie

Assets: Very lucrative business, 175 valued employees along with family & friends. CEO of Short Course Racing Association.

Kevin has always been a large contribution to the Off-road industry. Donating water trucks to wet down spectator areas, motor graders to recondition B.L.M. roads after races, design grading for legendary Mickey Thompson Series, complete design and maintenance grading for the world mini motocross series, hosting trackside banquets for severe brain trauma patients of Opportunity Village, along with building and designing a short course racing association, he also manned a six-buggy race team which he frequently participated in racing.

Kevin and his wife Julie, being the biggest sponsor of the Pure Attitude Race Team, Kevin occasionally per his overwhelming schedule drives the Pure Attitude Class Eight truck with demanding perseverance.

Snore: Top Ten Finisher / Score: Top Ten Finisher / Whiplash: Top Ten Finisher - always good time!

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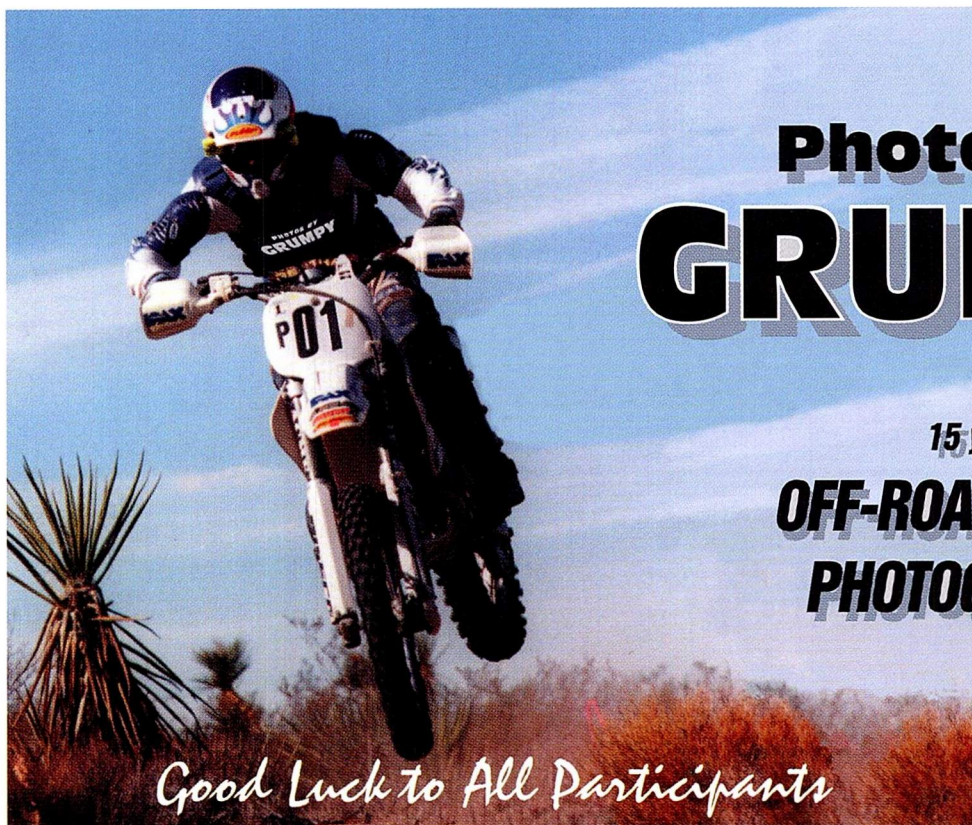


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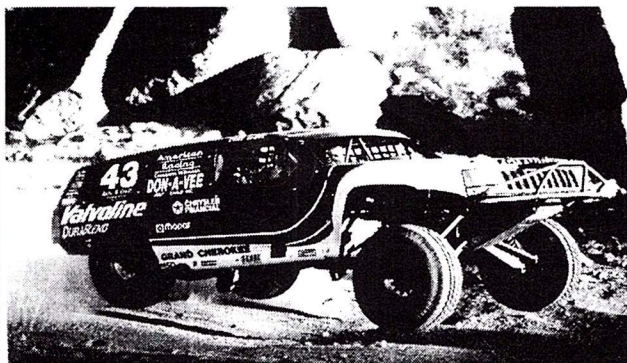
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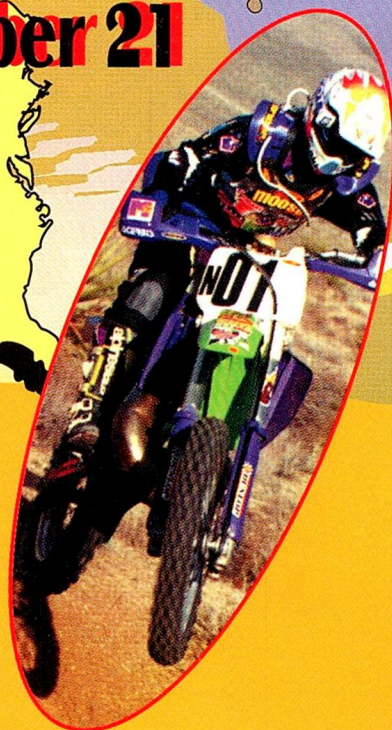
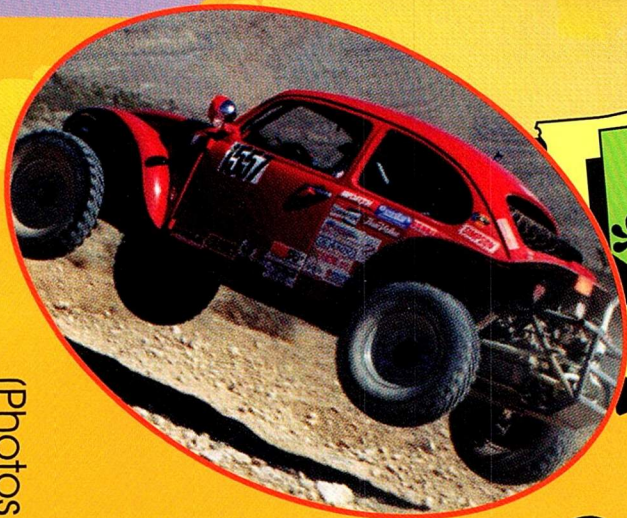
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(Photos by Grumpy)



Lance Smail



There's only one company on the top step of the podium in 4-stroke competition. KTM, the AMA West 4-Stroke National Motocross Champion. Their leading-edge 4-stroke performance technology has again, proven superior to all others. Unlike the huge manufacturers that have to water-down their race equipment for mass-production, KTM delivers this same performance in each model in the '97 line. Take off the number one plate and put on a headlight. The '97 R/XC Dual Sportmotorcycles™ feature WP up-side down forks, WP 468l BA (bleed adjustment) shock, and new carburetor settings and internal baffle to run super clean and responsive. They've also added the street comfort of electric start and a large capacity fuel tank for extended range.

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